

Australian Model Railway Association

# JOURNAL

SEPTEMBER — OCTOBER 1986

VOLUME 35

Registered by Australia Post.  
Publication No. VBH 1367.

NUMBER 174

AT ISSN 0045-0715





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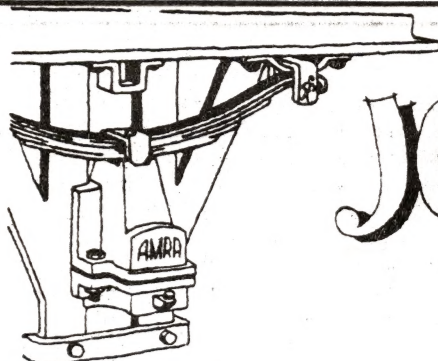
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# Editorial JOURNAL BOX

## FROM THE MANAGING EDITOR

My apologies to members who received one page of the last Journal upside down. This happened when I loaded the second half of the paper stack upside down when printing the reverse side. Unfortunately, the mistake wasn't discovered until the collating team took over several days later. To reprint the page would have meant a delay of over a week, plus an extra three hours of my time, so it was decided to send out the Journals as is.

Chris Berry has volunteered to take over the layout of Journal from this issue - thanks, Chris. Contributions to Journal with photographs should continue to be sent to me, while other articles should be sent to Rex.

As I expected, Mr Eassie of Trax stirred up some controversy in the April AMRM on the plight of Australian model railway manufacturers. However, the recent further decline in the value of the Australian dollar surely gives the local manufacturer a boost. If they can't be successful now, I don't think they ever will. But some manufacturers appear to me little more than hobbyists trying to earn a little extra on the side. They seem to suffer from under capitalisation, poor distribution of their products and, in some cases, production runs that are too small to be economical.

I am sure it would help small manufacturers if we had a large wholesaler/distributor to handle their products while they concentrated solely on making the product. I am reminded that Walthers in the USA wholesale as well as retail. I wonder if one of the larger local importers would ever change to the Australian product?

Roger Lloyd

## ON THE COVER

New QR electric locomotive 3101 built by Comeng (Queensland), Salisbury, Brisbane. Photo supplied by Queensland Railways.

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## FEDERAL REGISTRAR REPORT

The figures for the end of the year are as follows:

	SENIOR	STUDENT	FAMILY	TOTALS	1985
<u>NSW</u>					
Renewals	194	3	27	224	
New	44	7	14	65	
				289	238
<u>VICTORIA</u>					
Renewals	182	8	23	214	
New	25	4	9	38	
				252	243
<u>QUEENSLAND</u>					
Renewals	98	4	11	84	
New	14	6	2	22	
				106	86
<u>WA</u>					
Renewals	99	1	10	110	
New	32	3	5	40	
				150	132
<u>SA and NT</u>					
Renewals	3	-	-	3	
New	-	-	-	-	
				3	7
<u>TASMANIA</u>					
	-	1	-	1	-
<u>OVERSEAS</u>					
	11	-	-	11	8
	673	37	102	812	726

THIS IS THE LAST JOURNAL YOU WILL RECEIVE  
UNLESS THE FEDERAL REGISTRAR HAS RECEIVED  
YOUR RENEWAL BY 30 OCTOBER 1986.

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## VARIOUS PURCHASES BUY AUSTRALIAN?

by Eric G Watson

### Various Points

I agree in principle with much that has recently been published in Journal and newspapers about buying Australian, and I am quite prepared to do so if the quality and price is right.

My query is where can I buy it?

There are two points of interest on this, and please note the wording carefully to avoid controversy.

In the absence of any other information, the fact that a firm's name appears on the packaging, does not mean the contents were made by that firm. They may have been made by another firm for them. Another possibility is that the same items are manufactured by one firm and packaged under different firms' names.

With a wide variety of model railway articles purchased today, I carefully examine the packaging and information sheets supplied. Not one of

the many individual packets has the country of origin (made in .....) on it anywhere.

The packaging does bear the names of companies we associate with various countries - USA, Germany, England, etc. In the absence of any other information, there is no way of knowing where the article was made.

In the three large stores (largest in Melbourne) that I went to, I could not find one thing made in Australia that I had on my lengthy model railway shopping list.

In most cases, advertisements in Journal do not indicate the country of origin. Journal 172 had an item I was very interested in. I had assumed the item was made in Australia, so needed to check that point.

I had tried it years before with no success; still I had learnt a lot since then, so I thought it was worth another go. I found that three city stores and a number of suburban hobby shops I know do not stock this brand, but I for one haven't the time or money to spend chasing all over the place looking for it, so I finished up with an all-imported article.

I for one do not believe that just because something is imported, it is better than Australian made.

However, I suggest that Australian manufacturers should put 'Australian Made' in their advertisements in Journal, and tell us where we can buy the items.

One other thing some Journal advertisers should do is to open at the advertised times. I've lost count of how many places in Victoria and New South Wales I have called into at the advertised hours only to find them shut.

This is probably why some have gone out of business. Some are still with us, but, as a matter of principle, I have never gone back.

I am already working on my next shopping list for 6-8 weeks' time, but have little hope of finding the required items 'made in Australia'.

I may do better in six months when I start replacing and adding to my rolling stock. First purchase is to be a diesel two-car rail motor or whatever they call them these days. As for the rest, a mixture will do nicely for my purpose.

If Australian manufacturers want the business they can indicate 'Australian Made' in their advertisements and indicate where in Melbourne I can purchase their rolling stock.

But I tell them one thing - it had better be on sale too, or I will go imported. I'm tired of wasting my time and money going to places that are not open at the advertised times, or haven't got the stock advertised.

While there are exceptions, the quality of Australian made goods is improving. One large company has recently gone from facing bankruptcy to rapid expansion by improving quality and range. A couple of years ago, if given one of their products as a gift, I would have to put it in the rubbish bin - unopened. Now I would not buy any other brand.

However, our hobby manufacturers need to upgrade their advertising. They may not be able to supply all outlets, but they must make it known where we can buy their products and these places MUST be opened at the advertised hours. The advertised items must be in the outlet.

\*\*\*\*\*



# A CONVERSION TABLE

by Ken Down

PROTOTYPE DIMENSION	N scale 1:160		HO scale 1:87		OO scale 1:76.2		1/4" scale 1:48		O scale 1:45	
	INCHES	MM	INCHES	MM	INCHES	MM	INCHES	MM	INCHES	MM
1"	.006	.16	.011	.29	.013	.33	.021	.53	.022	.56
2"	.013	.32	.023	.58	.026	.67	.042	1.06	.044	1.13
3"	.019	.48	.034	.88	.039	1.00	.063	1.59	.067	1.69
4"	.025	.64	.046	1.17	.052	1.33	.083	2.12	.089	2.26
5"	.031	.79	.057	1.46	.066	1.67	.104	2.65	.111	2.82
6"	.038	.95	.069	1.75	.079	2.00	.125	3.18	.133	3.39
7"	.044	1.11	.080	2.04	.092	2.33	.146	3.70	.156	3.95
8"	.050	1.27	.092	2.34	.105	2.67	.167	4.23	.178	4.52
9"	.056	1.43	.103	2.63	.118	3.00	.188	4.76	.200	5.08
10"	.063	1.59	.115	2.92	.131	3.33	.208	5.29	.222	5.64
11"	.069	1.75	.126	3.21	.144	3.67	.229	5.82	.244	6.21
1'	.08	1.9	.14	3.5	.16	4.00	.25	6.4	.27	6.8
2'	.15	3.8	.28	7.0	.31	8.00	.50	12.7	.53	13.5
3'	.23	5.7	.41	10.5	.47	12.00	.75	19.1	.80	20.3
4'	.30	7.6	.55	14.00	.63	16.00	1.00	25.4	1.07	27.1
5'	.38	9.5	.69	17.5	.79	20.0	1.25	31.8	1.33	33.9
6'	.45	11.4	.83	21.0	.94	24.00	1.50	38.1	1.60	40.6
7'	.53	13.3	.97	24.5	1.10	28.0	1.75	44.5	1.87	47.4
8'	.60	15.2	1.10	28.0	1.26	32.0	2.00	50.8	2.13	54.2
9'	.68	17.1	1.24	31.5	1.42	36.0	2.25	57.2	2.40	61.0
10'	.75	19.1	1.38	35.0	1.57	40.0	2.50	63.5	2.67	67.7
11'	.83	21.0	1.52	38.5	1.73	44.00	2.75	69.9	2.93	74.5
12'	.90	22.9	1.66	42.0	1.89	48.00	3.00	76.2	3.20	81.3
13'	.98	24.8	1.79	45.5	2.05	52.00	3.25	82.6	3.47	88.1
14'	1.05	26.7	1.93	49.0	2.20	56.0	3.50	88.9	3.73	94.8
15'	1.13	28.6	2.07	52.6	2.36	60.00	3.75	95.3	4.00	101.6
16'	1.20	30.5	2.21	56.1	2.52	64.00	4.00	101.6	4.27	108.4
17'	1.28	32.4	2.34	59.6	2.68	68.00	4.25	108.00	4.53	115.1
18'	1.35	34.3	2.48	63.1	2.83	72.00	4.50	114.3	4.80	121.9
19'	1.43	36.2	2.62	66.6	2.99	76.00	4.75	120.7	5.07	128.7
20'	1.50	38.1	2.76	70.1	3.15	80.00	5.00	127.00	5.33	135.5
21'	1.58	40.00	2.90	73.6	3.31	84.00	5.25	133.4	5.60	142.2
22'	1.65	41.9	3.03	77.1	3.46	88.00	5.50	139.7	5.87	149.00
23'	1.73	43.8	3.17	80.6	3.62	92.00	5.75	146.1	6.13	155.8
24'	1.80	45.7	3.31	84.1	3.78	96.00	6.00	152.4	6.40	162.6
25'	1.88	47.6	3.45	87.6	3.94	100.00	6.25	158.8	6.67	169.3
26'	1.95	49.5	3.59	91.1	4.09	104.00	6.50	165.1	6.93	176.1
27'	2.03	51.4	3.72	94.6	4.25	108.00	6.75	171.5	7.20	182.9
28'	2.10	53.3	3.86	98.1	4.41	112.00	7.00	177.8	7.47	189.7
29'	2.18	55.2	4.00	101.6	4.57	116.00	7.25	184.2	7.73	196.4
30'	2.25	57.2	4.14	105.1	4.72	120.00	7.50	190.5	8.00	203.2
31'	2.33	59.1	4.28	108.6	4.88	124.00	7.75	196.9	8.27	210.0
32'	2.40	61.0	4.41	112.1	5.04	128.00	8.00	203.2	8.53	216.7
33'	2.48	62.9	4.55	115.6	5.20	132.00	8.25	209.6	8.80	223.5
34'	2.55	64.8	4.69	119.1	5.35	136.00	8.50	215.9	9.07	230.3
35'	2.63	66.7	4.83	122.6	5.51	140.00	8.75	222.3	9.33	237.1
36'	2.70	68.6	4.97	126.1	5.67	144.00	9.00	228.6	9.60	243.8
37'	2.78	70.5	5.10	129.6	5.83	148.00	9.25	235.00	9.87	250.6
38'	2.85	72.4	5.24	133.1	5.98	152.00	9.50	241.3	10.13	257.4
39'	2.93	74.3	5.38	136.6	6.14	156.00	9.75	247.7	10.40	264.2
40'	3.00	76.2	5.52	140.1	6.30	160.00	10.00	254.00	10.67	270.9
41'	3.08	78.1	5.66	143.6	6.46	164.00	10.25	260.4	10.93	277.7
42'	3.15	80.00	5.79	147.1	6.61	168.00	10.50	266.7	11.20	284.5
43'	3.23	81.9	5.93	150.6	6.77	172.00	10.75	273.1	11.47	291.3
44'	3.30	83.8	6.07	154.2	6.93	176.00	11.00	279.4	11.73	298.00
45'	3.38	85.7	6.21	157.7	7.09	180.00	11.25	285.8	12.00	304.8
46'	3.45	87.6	6.34	161.2	7.24	184.00	11.50	292.1	12.27	311.6
47'	3.53	89.5	6.48	164.7	7.40	188.00	11.75	298.50	12.53	318.3
48'	3.60	91.4	6.62	168.2	7.56	192.00	12.00	304.8	12.80	325.1
49'	3.68	93.3	6.76	171.7	7.72	196.00	12.25	311.2	13.07	331.9
50'	3.75	95.3	6.90	175.2	7.87	200.00	12.50	317.50	13.33	338.7



## DESIGN FOR A PORTABLE O GAUGE TRAM LAYOUT

by Richard Gutteridge

In the Western Australian section of State News in the last issue of Journal, there was mention of a proposed tramway layout and the remark that a small 7 mm scale layout was a doubtful possibility. It has always seemed to me that O gauge lends itself admirably to portable layout, small or large, since there is more tolerance for joins in rails and variation in rail height and gauge caused by moving and the assembly and disassembly of a portable line. This tolerance is due to the greater flange depth and wheel tread width and greater weight and stability of rolling stock in the larger gauges. Also track is larger and therefore more robust and less liable to accidental damage. But the great drawback is the greater space required in the larger gauge, longer trains and wider curves mean that an O gauge layout needs more space than the same layout in a smaller gauge.

However, simple O gauge layouts can be built in relatively small spaces. The O gauge Guild Gazette has designs for spaces 10 feet long by 18 inches to 2 feet wide which appear from time to time, and in the May issue of Scale Model Trains there is a selection of seventeen ultra simple small layouts, all of which would fit onto a board 10 feet long by 18 inches wide in O gauge; such a board is, of course, easily divided into two 5 feet by 18 inch boards, which are very portable.

The foregoing are all railway prototypes - a tramway prototype with its single unit trams, short passing loops and very sharp curves will ensure that an O gauge layout will fit in a space usually thought only suitable for an HO layout, but with the added advantage of greater strength of the larger components.

A few years ago, I became interested in tramway modelling, mainly for the reasons given above, as I felt I could pack a lot of action into a small O gauge tramway layout. I bought a couple of Japanese tram kits and built a steeple cab freight loco from an old Rivarossi diesel loco, rough and ready, but enough to give me the feel of things. However, after some experimentation, I decided that I didn't really enjoy modelling overhead wires, so I decided to model a steam tram and this is being modelled in a very, very small space indeed. I will describe this in Journal when the project is more advanced. The steeple cab has become a battery driven loco, a type reasonably popular in the 30s.

But I did design a layout for O gauge trams, complete with overhead wires and perhaps my ideas might help the WA boys in their thinking, if not, layouts are always interesting to design as well as to build.

As the line had to be at least semi-portable and the overhead had to be protected from damage, I decided to house it in two open topped boxes each 6 feet long by 18 inches wide by 9 inches high. The front of each box was hinged so that it would swing down to allow access to the layout, but could be closed and fastened to protect the track, buildings and especially the overhead wires during storage and transport. The open topped boxes were to be joined at their tops only by strong hinges, so that one box would swing over and on top of the other, to give a box 6 feet long by 18 inches high and 18 inches wide. The open end would be fairly robust as it would only be pierced by a tunnel for the tramway and its associated road pavement, but if required a cover could be made for this end surface. All wiring

would run beside the hinges so erecting or dismantling the line would be very fast and simple. I have used this method of hinging layouts in the centre several times and it works very well. The only things to ensure is that your hinges are installed truly square and that their method of fastening is very firm, long screws or better still bolts. The adjacent ends of the two boxes were in the form of spacer blocks wide enough to provide a firm anchorage for the hinges; these spacer blocks to be screwed and glued to the base and back of the boxes. The spacer blocks were to be scenicked to represent a railway embankment and railway bridge over the tramway and its associated roadway. The outer ends of the boxes and the backscene were to be made of pine board 9 inches wide by 1 inch thick, screwed and glued to each other and to the spacer blocks and to the floor of the layout boxes which were to be made of 3/8th inch thick ply, preferably of marine grade. 3/8th ply is a very suitable base for track as it is strong and light and require no bracing. When O gauge track is laid on it, the resulting combination of track and plywood is very strong and in this case it will be even stronger with the backscene and end pieces screwed and glued to it. The hinged flap which covers the front of the boxes can also be of 3/8th ply and when it is in its closed position, it can be secured by a simple hook and eye fastening.

When the two boxes are in the open position, we have a layout space 12 feet by 18 inches wide, less thickness of backscene and ends, divided in the middle by the railway embankment and overbridge. To cover the hinges, a short length of O gauge trackbed and track is placed on top of the embankment. The layout plan is of an urban tramway. The mainline is double track down the main street 'Broadway', the track becoming single to pass under the railway overbridge. The portion to the right of this overbridge is mainly tramway depot. The car barn has three parallel tracks which will each accommodate one 18 inch long bogie car or two 9 inch long four-wheelers. The inner track gives access to a repair shop which will also accommodate an 18 inch long car. Beside the car barn is the freight depot which will accommodate on 12 inch long bogie vehicle or two 6 inch long four-wheel trucks. There are pavements shown in the plan on each side of 'Broadway', but if space was a problem, the pavement on the outer edge could be eliminated and the tram tracks brought nearer to the front edge, or the baseboards could be increased in width, some trial and error, laying out the trackwork, buildings, etc, in pencil on the actual boards before cutting the boards would be a good idea. After passing under the railway overpass, the tramway proceeds through a shopping centre to the far terminus at 'Boundary Road' where the line becomes single and there is a siding to an industry; I suggest a large dairy to provide milk traffic in covered or refrigerated vans. There is a shelter for passengers here, and it is important that the stretch of single track here is long enough to hold a bogie freight car and the lines freight motor to allow shunting of vehicles to the dairy and also to hold a second tram during rush hour.

The layout shown would be an interesting constructional project, but operation might pall in time, so this could be made more interesting by the construction of a country section, similar in dimension which would either fit end on at point X giving a total layout length of 24 feet

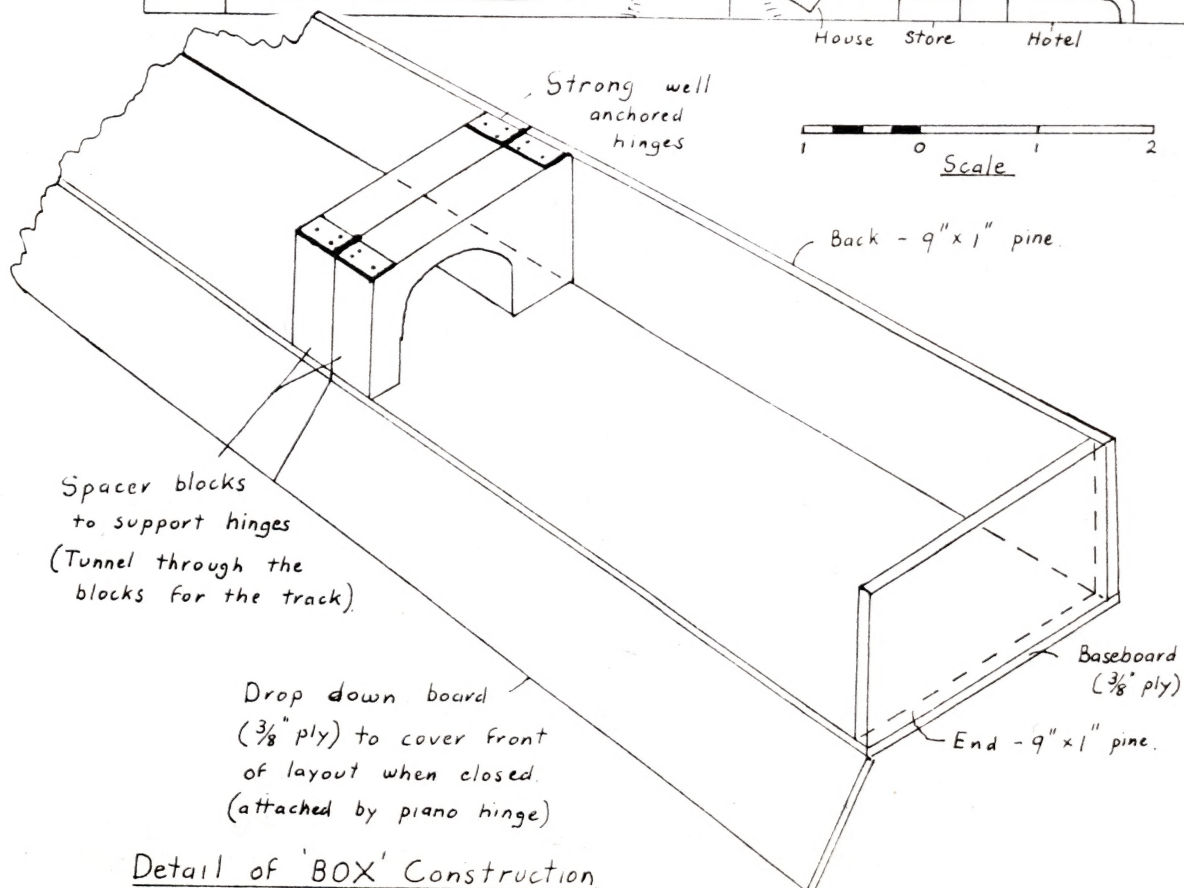
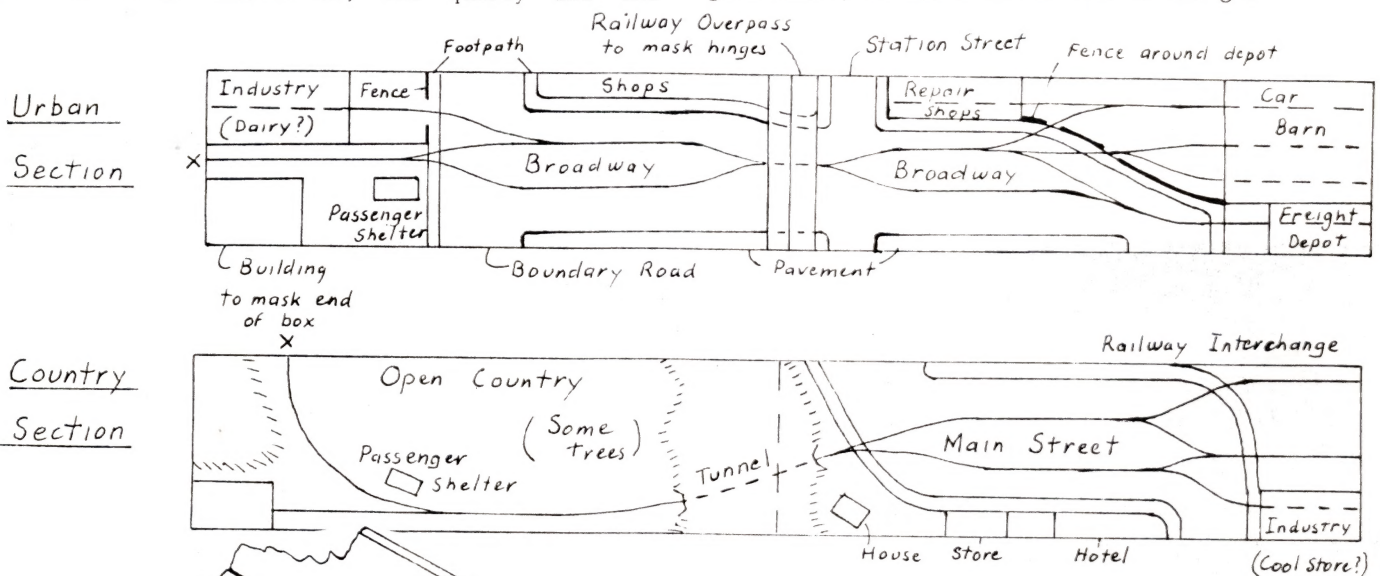


or at right angles to give an L-shaped layout. The 15 inch radius curve shown in the diagram would be alright for freight vehicles if they had knuckle or chopper couplers with an extra long shank to allow extra side swing, but I think these freight vehicles would have to be either all bogie or all four-wheeled as a mixture of the two would probably not work on these sharp curves. English style three-link couplers and side buffers would be a disaster due to buffer locking.

The end of the box section which contains the urban section would need to be disguised at point X; probably by a building against the end, on the rural side a hill against the box ends would be effective. Like the urban section, the rural section is self-contained; there is a country town with an industry, flour mill, cool store or butter factory perhaps, and there is also an interchange track which connects to the local rail system. So a busy freight schedule of short frequent freight trains could be built up between the interchange track, the country and the urban industries, the quarry and the

freight depot by the carbarn. I visualise an interurban type operation between the city and the country town, say every hour, using bogie trams interspaced with city operation using four-wheeled cars down Broadway at least every quarter of an hour, using a speeded up clock and a five minute hour. Running a freight train in between these and doing the necessary shunting without holding up the passenger service would be no mean feat. So perhaps we would have to reduce the passenger service a bit in the off peak periods to give the freight trains a go. And if you want to make it really hard, operate a work train as well and decide that a certain section of track out of commission for a designated period, and either reroute the service around this is possible or run a shuttle service to each side of the damaged area.

Well, there is the concept; two portable self-contained portable or at least semi-portable sections each able to be operated separately or joined together to make a complete logical tramway and interurban system. Whether or not it ever gets built, it was a lot of fun to design.



Detail of 'BOX' Construction

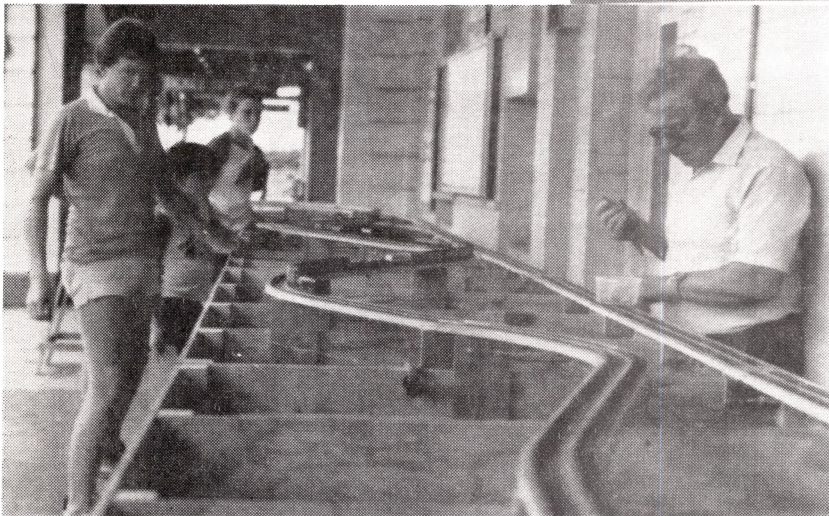
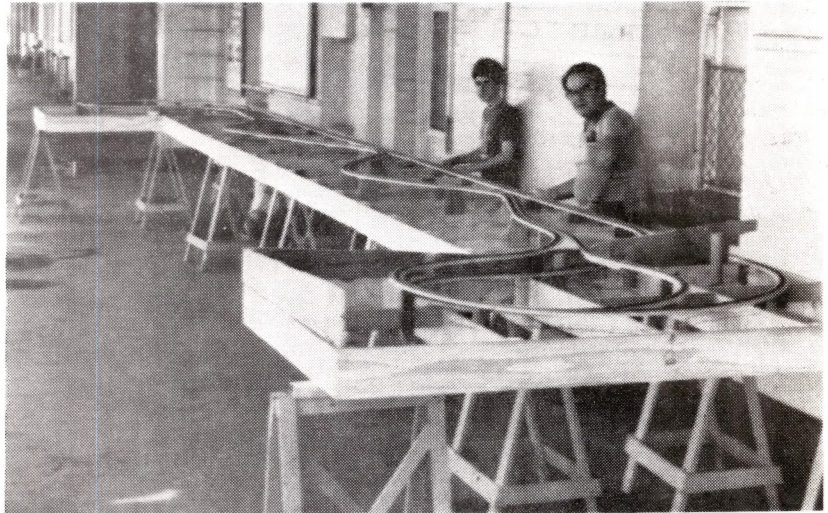


## QUEENSLAND BRANCH LAYOUT FOR THE QUEENSLAND RAILWAYS — PART 2

by S Malone

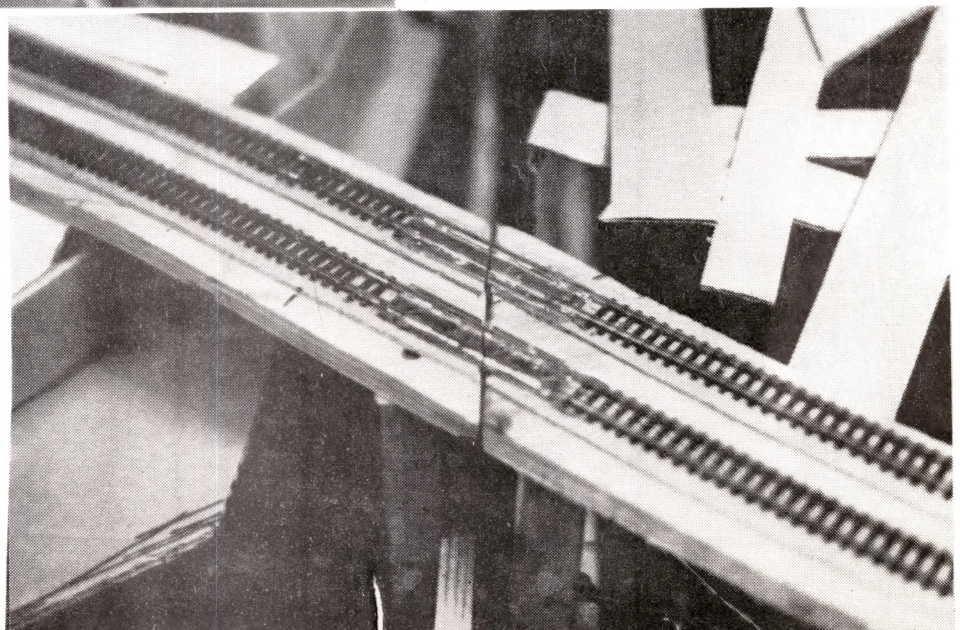
Many people have shown an interest in the construction methods of the 'Electrification of the Central Queensland Coalfields' layout in N scale which was built by the Queensland Branch for the QR about 18 months ago. Stewart Wall took some snaps during the construction and these may be of interest to members. Another photo of construction was in Journal 165 and a main article featured in Journal 167.

The layout was too big to set up in the main area of the Clubrooms so the layout was assembled on the footpath outside for track testing purposes. Cec Wall and Simon Hill are present in this photo.

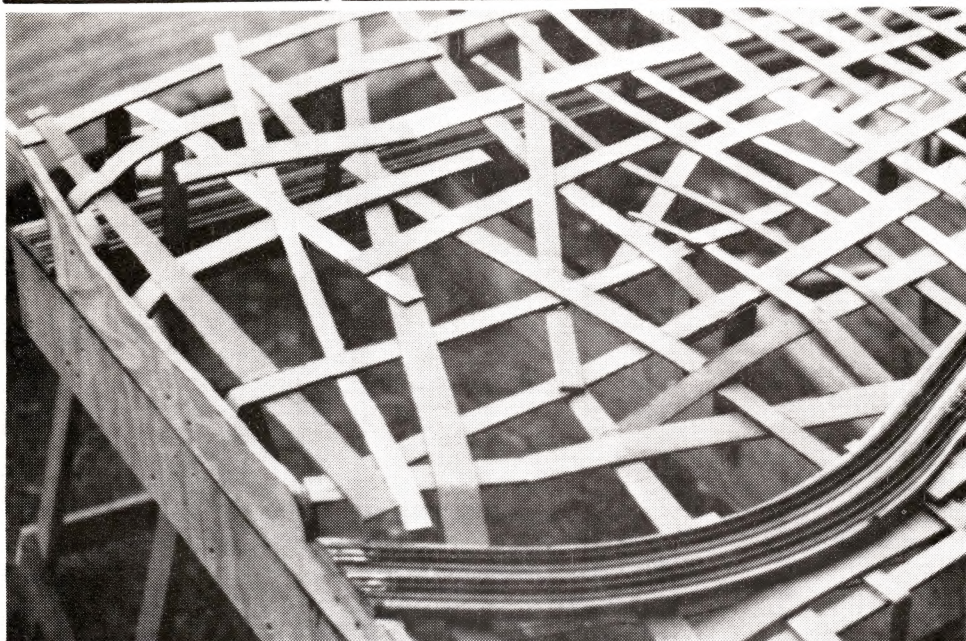


The first test train was an American mallet loco with a long string of Box cars. James Yuille, Matthew Hill, Paul Scrivens and Laurie Wood check the proceedings.

Detail of the track joins where the sections meet. The PC board is glued and screwed to the cork roadbed and the rails are soldered in place. A razor saw chops through the whole lot and a disc in a motor tool cuts the copper between the rails to stop shorts.



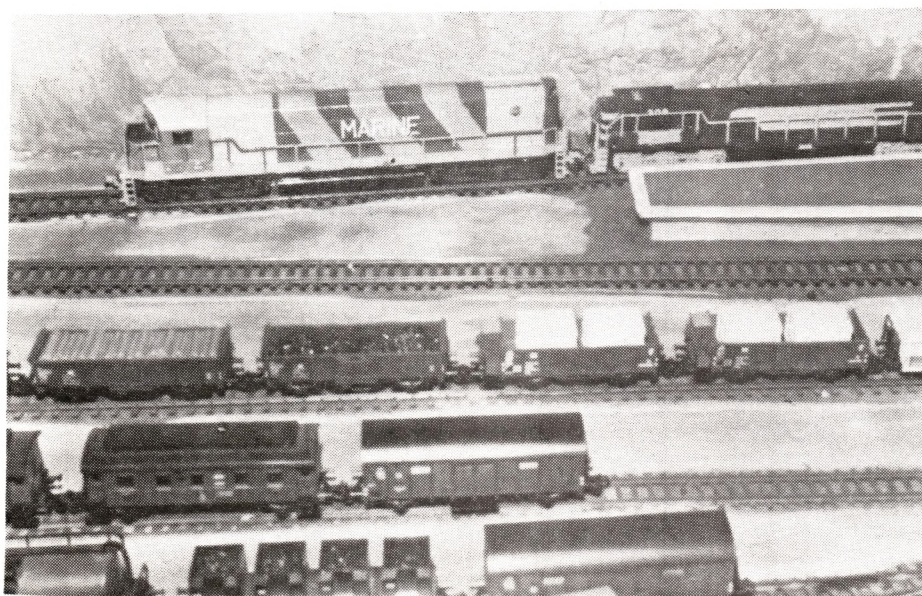
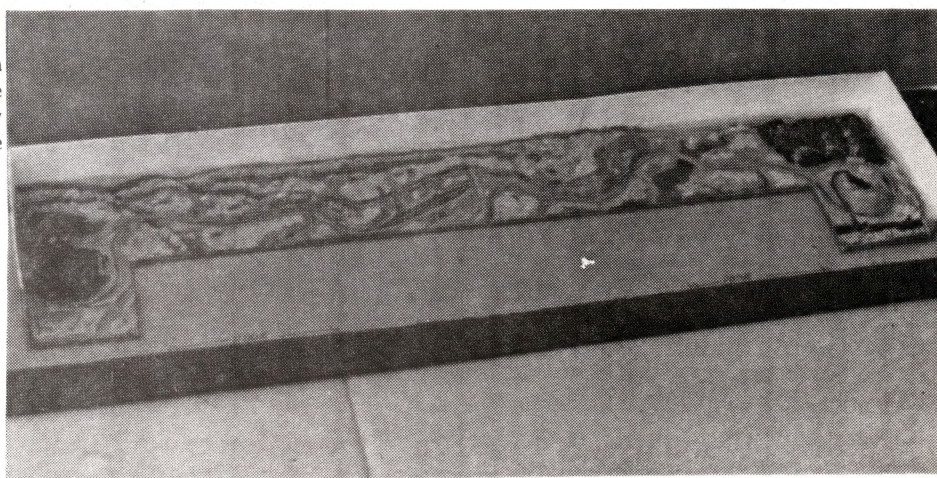




The end profile boards and cardboard lattice work is fitted for scenery support, then a few layers of plastered paper is fitted.

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Before construction, John Hill built a model of the model which helped greatly in the construction of the layout.



At the Station of Wallsend, Chris Malone's HO scale slug (see Journal 171) is seen at work behind another Alco diesel loco.

Photo by Simon Hill

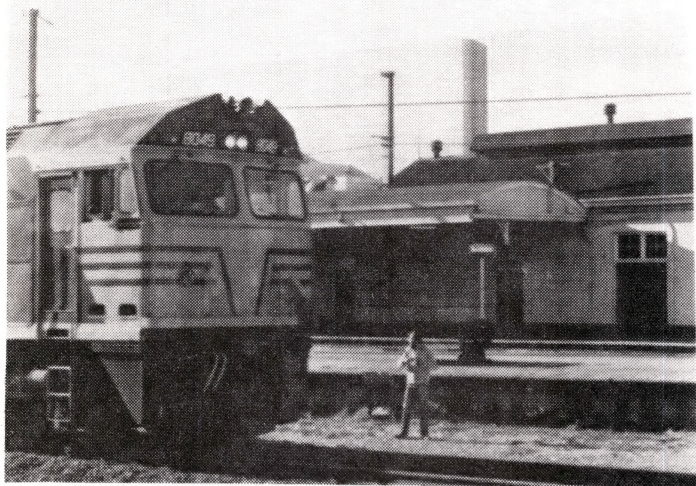


## ROMA STREET TRANSPORT CENTRE OPENING

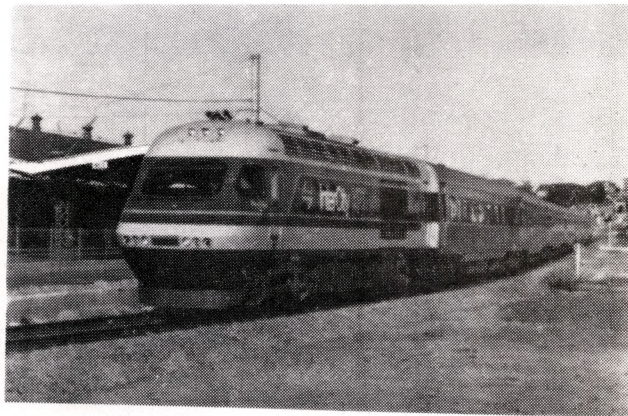
The first opening of the facility was held on 21 June 1986, which coincided with the first train from New South Wales to cross the Brisbane River via the Merivale Bridge and into Roma Street. There is still no connection with any Queensland trains and all northbound passengers must stay overnight.

It was a busy day in the Clubrooms with members darting in and out to capture the events on film. In the morning, the XPT from Grafton arrived at the Clubrooms and waited some time till it was required into Roma Street for the official celebrations. That gave us time to check out this strange visitor. After checking out the passengers, Ken Edge-Williams worked out that XPT stands for 'Xtra Pensioner Travel'. After the official duties were done, the XPT returned through South Brisbane to go to Clapham for servicing. At the official ceremony at Roma Street, a model (approximately gauge 1) of the new four-car electric train to do the Brisbane-

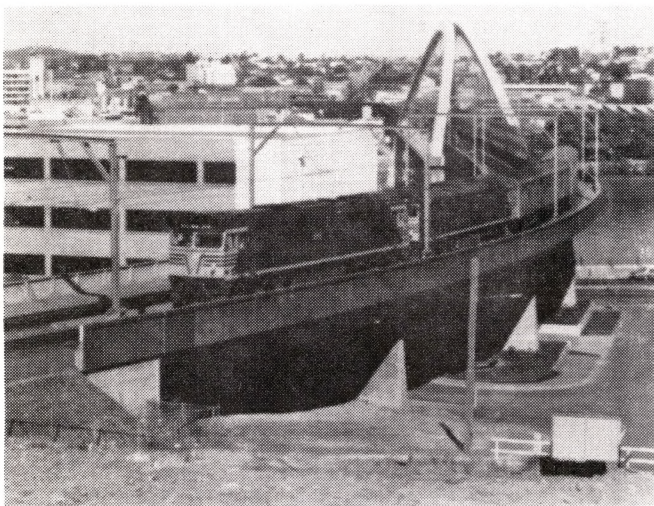
Rockhampton run in 8½ hours was on display. The model was built by ASEA in Europe and on the Tuesday prior to this event, the Branch was asked to do a quick paint job on the model. John Hill really burnt the midnight oil and had the job done by the Thursday evening. The proposed styling of the new train is similar to the suburban EMU, but with less doors, different windows and a slightly streamlined front. The model has a yellow and green stripe down the side below the windows. The front end is also yellow with a green logo. The next 'Broad Gauge' train to pass the Clubrooms was an empty 'Limited' on its way to pick up a train load of passengers from Roma Street bound for Sydney. Many members captured the two 80 class locos (8049 and 8046) on film as they crossed the Merivale Bridge. After the Limited departure for Sydney, the XPT returned to Roma Street to pick up its passengers for the return to Sydney - more film exposed.



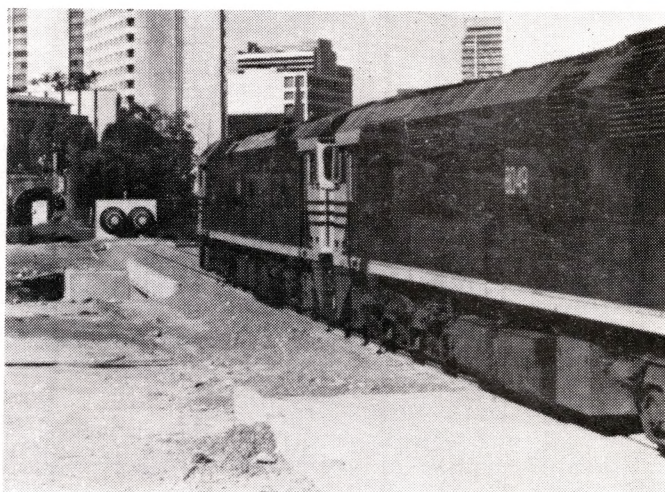
The first 'Limited' to Sydney heads through South Brisbane. The building to the right of the loco is part of the new proposed Clubrooms.



In June, the first XPT heads past the Clubrooms to Roma Street.



The first 'Limited' over the Brisbane River.



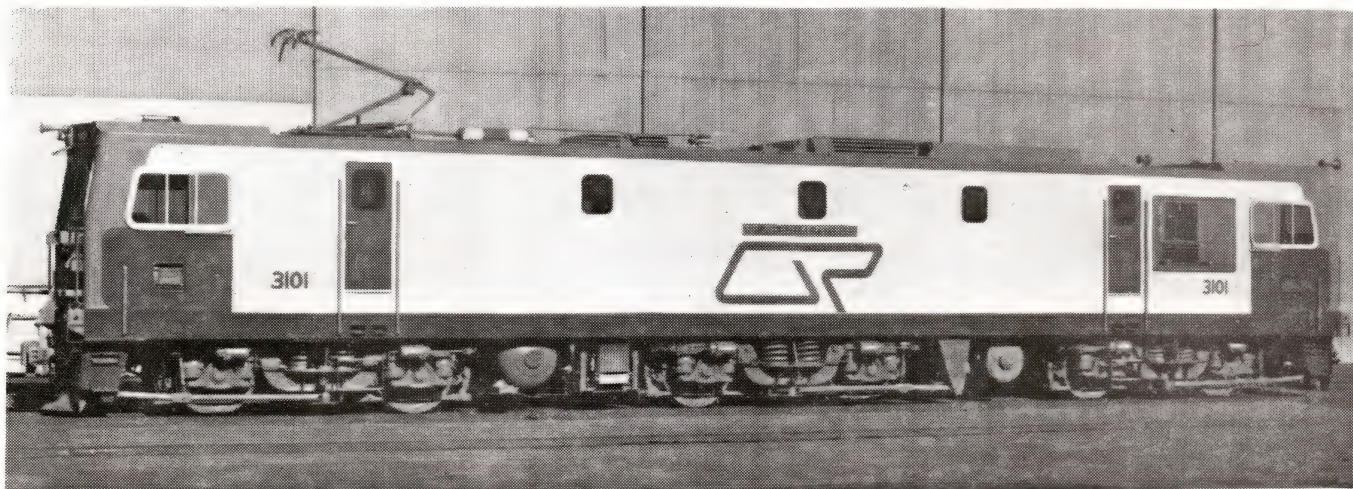
At Roma Street, a new type of Buffer Stop prevents the trains from the south going any further. These are known locally as 'Dolly Parton'...



## NEW QR ELECTRIC LOCOMOTIVES

The new 25 KV a.c. electric locomotives being delivered to the Queensland Railways are quite a new development for the system. The first of two classes being built in Brisbane by Com Eng was named after the Premier of Queensland in a special ceremony (Loco No 3101) on 26 May. A few days later, the first of the two classes (No 3501) being built at Maryborough by Clyde/Walkers ASEA was named after the Minister of Transport. At this special ceremony two steam locomotives were present and in steam, also being built by Walkers Ltd. BB18 $\frac{1}{4}$  No 1079, a QR steam tours loco and Walkers first loco for the QR,

a B15 converted No 299, were the two steam locos present. No 299 has been recently restored to working order by the local group of model engineers. Both these electric locos, 3101 and 3501, were successfully tested after these events and sent to Central Queensland for further trials. Both locos were built to the same specifications; however, they are completely different. They both have the Tri-Bo wheel arrangement, weigh approximately 110 tons and are approximately 4000 horsepower. The following photos were supplied by the Queensland Railways. Further details in future Journals.





## THE QUEENSLANDER by Ted Ward

The latest addition to the fleet of name trains running in Queensland is the 'Queenslander', a luxury 'up-market' train designed to cater for tourists and offering a higher standard of travel than the 'Sunlander'. The new train follows the Sunshine Route from Brisbane to Cairns, 1680 km north into the Tropics.

Derived from the proven 'Sunlander' series of air-conditioned cars, the train features a style and class up with the best in the world, and in many ways is the best in Australia. Its only limitation, if it can be called such, is its slightly smaller size compared to its broader gauge counterparts.

Speed is a quality first in some people's minds and so the new train is scheduled to run at speeds of 100 km per hour wherever possible. This is achieved by the use of more powerful diesel locomotives and extensive track realignment plus alterations in the timetable to remove every impediment to a fast trip.

Operations began on 20 April 1986, with diesel electric locomotives 1550 and 1742 hauling a train of 18 vehicles, but fewer vehicles will probably make up regular trains. Early reports indicate the train is not only able to run to schedule, but is able to make up any time it ever loses

for any reason. The train has a habit of arriving at its destination EARLY would you believe.

The show-piece of the new train is the Lounge Car, which is tastefully decorated with Queensland maple and tropical plants, red leather and brushed brass. Passengers can relax in comfortable lounge chairs or relax with a quiet drink at the centre bar. This bar is in the centre of the car and separates the car in to two areas. Video movies are shown and the coffee is complimentary. That means it is free.

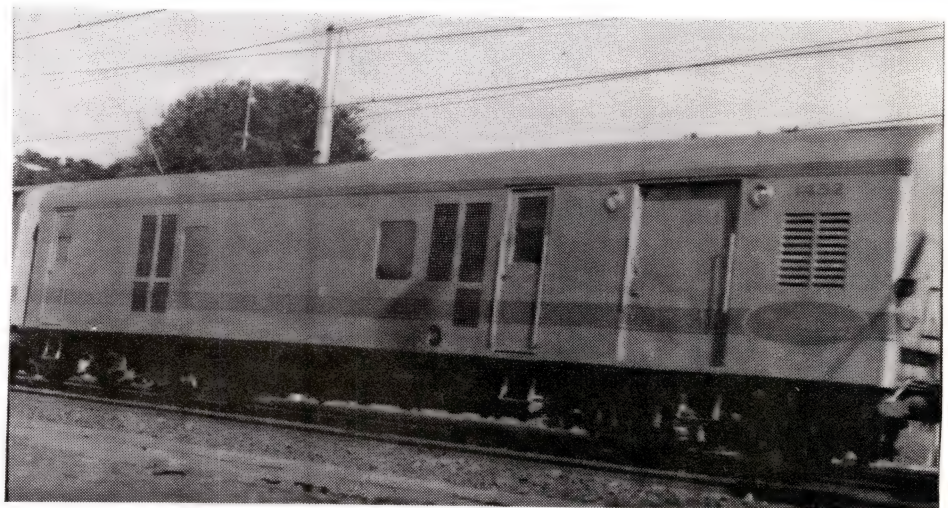
The dining car features meals reflecting the exotic menus that are part of the Queensland life style; meals like Magnetic Island prawn cocktail, chicken Cairns, Reef Fish Yepoon, Bundaberg Bombe or Cooktown Fruit Cocktail. This reviewer looked for Meat Pie Ipswich, but it is not presently offered.

An outstanding feature of the new train is the Motor Rail service provided for those unwilling to leave their pet motor car behind when they go on a train trip. The vehicles are carried on suitable single or double deck rail wagons introduced for the new train and can carry three or six cars, depending on whether the wagon is a DM or a DDM class wagon. The DDM class carries the six vehicles and the wagon is called a '6-PAK'.

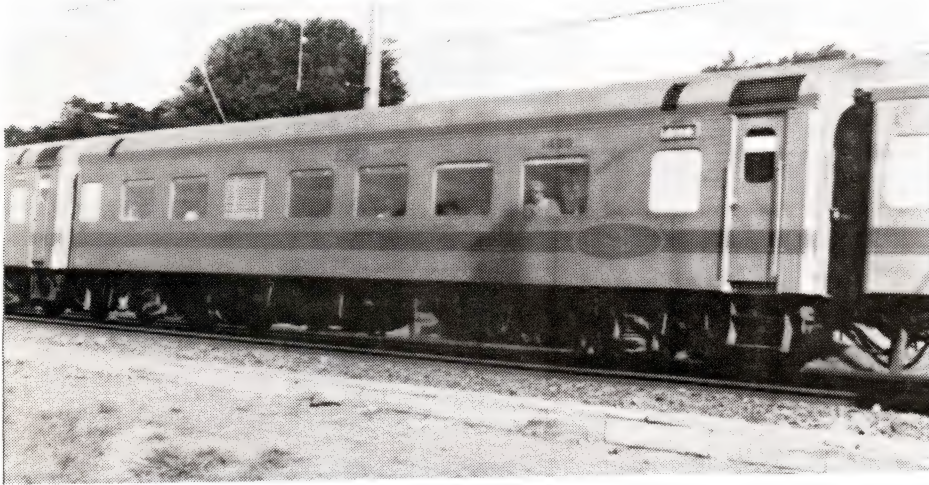


Diesel electrics 1550 and 1742 head north on the inaugural 'Queenslander'.

Pumping out the kilowatts is MPC 1452 providing the train with a constant 240 volts to power lights, air-conditioning, power for the kitchen in the dining car and all the facilities of a small city on the move at 100 kph.

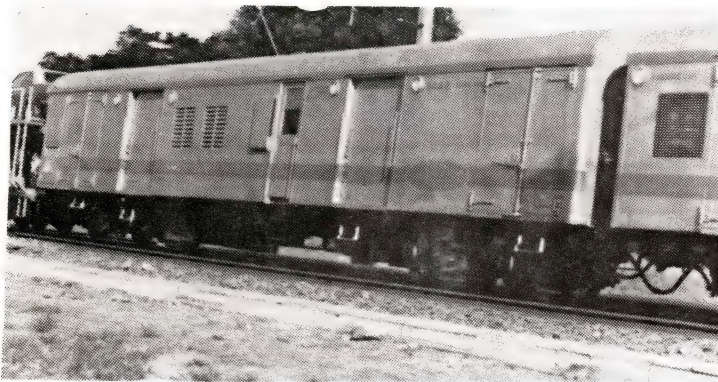






This is one of the earlier type carriages, MAS 1493, which has been updated for use in the new train.

Showing its style is one of the new stainless steel sleepers. This is the most luxurious way to travel over-land.



MMV 1442 is a rebuilt brake van.

6-PAK DDM 43632 on its first trip on the new train is shown carrying four sedans and two utilities and is followed by DM 44845 with three sedans. This last vehicle can obviously carry trucks and anything too big for the 6-PAK.

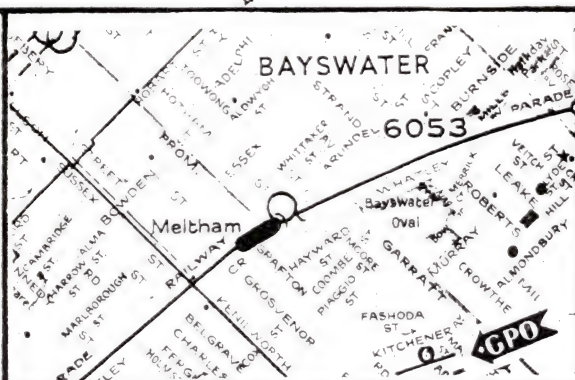




# STATE



# NEWS



EXTRACTS FROM  
BRANCHLINE

## MODELRAIL '86

ModelRail '86 will be held on Sunday 26 October in conjunction with the 1986 Railway Modelling Competition. The venue for both will be the Alma Venville Recreation Centre Function Room, Eighth Avenue, Maylands.

The object of ModelRail '86 is to show interested modellers some of the more sophisticated and specialised equipment which is available and to have experienced modellers who are able to talk about the equipment and demonstrate the techniques and tools used, all in a relaxed atmosphere.

The Function Room will be open for setting up of ModelRail '86 between 8 and 10 am on Sunday 26 October. It will be open to the public from 10 am to 5 pm, and we will take down the displays between 5 and 6 pm. We will need some assistance on the day with the setting up of the room and with the manning of the small number of AMRA WA operated areas. If you can assist with these activities, please let me know as soon as possible. I will shortly be contacting those members and others who I should like to participate as exhibitors and demonstrators.

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## TEMPERATURE CONTROLLED SOLDERING IRONS

As a spin off from our tapes of the various demonstrations done at Meltham, a correspondence has developed between the demonstrators and the viewers resulting in a cross flow of information.

Jim Greenshields (one of our original 'guinea pigs') has passed on this piece of information:

To operate an ordinary soldering iron at reduced temperatures, use a Kambrook plug-in dimmer (Cat No KD45) - price around \$17 to \$19, depending on where your purchase is made. Most hardware and electrical stores have them.

The beauty of this unit is that it will plug into a convenient three-pin socket and your soldering iron plugs into the dimmer. It is only a matter of experimenting with your particular iron to sort out the dimmer switch setting for the type of solder you are using - a felt pin can be used to mark the calibrations.

The dimmer can also be used to dim the lighting, etc!!! It's rated at 500 watts, plenty of spare capacity for your 25 watt iron.

Thanks, Jim.

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## 1986 MODEL RAILWAY EXHIBITION REPORT

The 1986 Model Railway Exhibition presented by our Branch of AMRA over the long weekend early in June was quite successful from both the finan-

cial end result and as a vehicle for promoting the hobby. There was quite a fair proportion of the exhibits which were not fully completed this year and they had to be spread around the Wool Pavilion so as to not have too much congregation of these in one part of the hall. We adopted a theme of 'WE Show You How' for all our newspaper promotion, and, as a result of this, we had quite a number of complimentary remarks to the effect that it was good to be able to see how the exhibits are built.

After some initial teething problems, the layout performed reasonably well at the Exhibition, and full credit should be given to Jim Hidden and his crew for the enthusiastic and dedicated way they operated the layout for the three days, despite the layout developing a couple of technical gremlins that proved very difficult to remedy.

Thanks are also due to those members who assisted with the loan of rolling stock for use on the layout during the Exhibition, and also the many members who assisted with the transport, assembly and dismantling of the layout.

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## LAYOUT NOTES

### HALTWHISTLE (OO SCALE) LAYOUT

Two tracks on this layout were damaged during dismantling following the Model Railway Exhibition in June. This resulted in the layout being only partially operational for some time following the Exhibition. These tracks have now been repaired and I would like to thank Dennis Ling and John Martin for tackling such an awkward task.

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### Model Railway constructor Annual 1983

Ian Allan Ltd

ISBN 0 7110 1233.4 128 pp

Steam trams, diesel locos, electronics projects, layouts, scale diagrams and all those other prototypical or modelled railway subjects turn up through the pages of this book. Build a station, signal box, automatic turntable, wagons or a whole layout from the ideas in this book. If you are a photographer, read 'Cover Story' (the story of the covers on the monthly magazine) and learn some of the secrets of photographing models.

Many annuals use 'left over' material from the monthly magazine, but this one has made the effort to show something different, and, in some areas, original. Good reading material.

Bart, Kee

(Both books are available in the State Library Service system.)



COLORADO PACIFIC RAILROAD (N SCALE) LAYOUT

Not much progress on the new layout recently; however, there has been lots of activity in the N gauge room. The old layout has had all the track and buildings removed and stored for future use on the new layout. Once everything of any use had been removed, the mortal remains of the old layout were consigned to the rubbish tip.

Now that the room has been cleared, work on the new layout should be able to progress apace. In order to exhibit the layout at next year's Exhibition, the following construction program is proposed:

July, August 1986	- Complete baseboards
September, October, November 1986	- Tracklaying
December 1986, January 1987	- Wiring
February, March 1987	- Scenery
April, May 1987	- Testing and operator training
June 1987	- Exhibition at 1987 AMRA Model Railway Exhibition

Hope you will be able to help.

Simon Mead  
Layout Manager

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HAVE YOU SEEN?Model Railway Journal

No 6 March/April: 'Banana Split' Part 2 - take three Lima GWR railcar models and convert them to the twin car set Nos 33 and 38. Wantage Tramway No 7 - prototype information, drawings, photographs. More on suspension systems - rubber and leaf springs. GER stations - the basic buildings, drawings, photographs, information.

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Model Railway Constructor - Special No 6 Locomotive Kits

by S W Stevens-Stratten

Ian Allan Ltd  
ISBN 0 7100 1301 2 48 pp £ 2.25

This 'special' is to the same format as others in the series - magazine size, with plasticised covers.

The author is a modeller of some repute, plus being the former Managing Editor of Model Railway Constructor. The book takes a brief, somewhat cursory, look at a very large subject and does it reasonably well. It is divided into sections covering the tools required, adhesives, soldering, plastics, white metal and etched kits, chassis, painting, lining, lettering, etc.

Your reviewer felt that the pages of photographs of completed models on layouts could have been put to better use for expanding the text on the subjects covered. For example, the chapter titled 'Prototype' covers four pages and contains 11 photographs with brief captions, and only one paragraph of text about photographs, but no mention of the need for a good drawing!

Despite the criticism, well worth the money to anyone contemplating their first venture into locomotive kit construction (or any other kit for that matter).

Ted Thoday

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Railway Modeller

June: Railway of the Month is 'Poynton Halt' - a large layout incorporating 'Gapscombe', based on the GWR (useful track ballasting idea in the article). 'Anglicising' European plastic model building kits. The Snowden Mountain Rail-

way - a rack railway in 4 mm scale. Building a signal box with clear plastic sheet (actually 'Makrolon', a bullet proof glass!!). The Southern routes from Reading described. Fitting Hornby hook and bar couplings to Airfix/Dapol wagon kits. A bogie modification for the Hornby Bl7 model. Layout ideas based on the Mallaig line. 'Tallyllyn country' - a portable 009 layout. Basic scratch-building ideas for locos in 4 mm scale. Modelling the Southern, part 4 - post nationalisation. LNER Thompson Class Bl 4-6-0 prototype information, drawing, photograph.

As a pull-out supplement, a 'Holiday Guide to Railway Attractions' is included - a must for anyone visiting the UK and wanting to see the railway scene; the where, what, when, how much Guide.

July: 'Eaton Barrow', an 'average modeller's' layout in 4 mm scale (entertaining tale of preparation for exhibitions). LNER/BR A4's - the model options. A review of the DJB Engineering kit for a BR Standard Class 5 in 7 mm scale. 'Angleford Vale' - an OO exhibition layout (more entertaining stories of getting ready for exhibitions!). Track diagrams, building plans and prototype information on Sheerness Dockyard. Modelling the Southern, part 5a - train services. Places for the layout - lofts and garages (written in a UK context, but some of it is useful even in Perth). GER/LNER J69 0-6-OT from a Wills kit. A rare Black Hawthorn industrial 0-4-2ST narrow gauge loco - drawings and prototype information. 'Thoughts on country lines' - almost a 'prototype for everything' article. Drawings, prototype information and photographs of the Llanelli and Mynydd Mawr Railway 0-6-OST 'Hilda' and the LMS 2F 0-6-OT dock tank locomotives.

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Model Railway Constructor

April: 'Test Bench' looks critically at the Lima model of the Class 73 electro-diesel. Track diagrams, photos, and information on Castle Cary station. Drawings and prototype information on NER low roof compartment bogie coaches. Nine-page article on modelling the Midland and Great Northern Joint Railway. Another 'Test Bench' article, this one looking critically at the Dapol 'Castle'. Bashing a Terrier (no, don't call the RSPCA - it's all about how to kit bash a K's kit into something suitable for a Colonel Stephens light railway).

May: Part 2 of the article on modifying the K's 'Terrier' kit. 'Blakeney', an O gauge layout in minimum space (3 m x 400 mm) based on M & GNJR concepts. Information, drawing and photograph of the BR ventilated fruit vans based on the LMS design. Starting a garden railway - the first steps. Building two 'Monsters' from the Ian Kirk kits, plenty of prototype information given to show the differences between the various lots and the modifications made. The Perseverance (ex Westward) kit of the BR (WR) Inspection Saloon reviewed and constructed. 'Test Bench' looks at the Graham Farish GWR Diesel Railcar in N.

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Your Model Railway

May: Signalling on the London Underground. Final installment of 'Project N-Gauge' covering scenics and final detailing. More on 'Black Canyon' - the American outline O gauge locos on the layout. Building an 'H' girder arched bridge with cardboard. 'Buckland St George' - EM scale Southern branchline terminus. Construction of an articulated Gresley suburban set from Ian Kirk kits (also a timely tale on not leaving models on a car roof and then driving off!!). Review



of Ratio model of Castle Cary station. Building the Kemp Models etched kit of an LNER D11 4-4-0 'Director'.

June: A fiddle yard with flexible track lead in, giving great economy of space. Plateway track in SM32. Plans and other information to build a roller for producing rolled plate boilers. Building the Anchoridge etched kit of the R.O.D. 2-8-0. Liveries of the BR Class 73 electrics. A 3 mm scale layout in a coffee table 4'8½" (!) x 15". Building a variety of signals from different Ratio kits. Scratchbuilding your own loco driving wheels.

July: 'The Green Man' public house - model building par excellence. Make use of the race traffic, Esher and Sandown Park. Final part of the description of the locos on 'Grinding Hault' (first part appears in the June issue). Scratchbuilding an NER T class 0-8-0 goods loco in 4 mm scale, drawings and prototype information as well. The conclusion of building the Anchoridge etched kit for an ROD 2-8-0. A review, and building notes, on the Blacksmith Models (ex Mallard) kit of the LNWR rail motor. Building a Caledonian Railways 16 ton mineral wagon. 'Crewchester' (classic outdoor 0 scale layout) revisited. Construction of a compact layout using Fleischmann Profi-Track.

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#### Scale Model Trains

March: 'Scotland Street' - a model based on an Edinburgh prototype with potential for intensive operation. News Extra reports on the Toy Fair. A small stone built water tower - drawings, photographs and how to do it. Converting the Fleischmann DB 01 to 01 10 - drawings, photographs and prototype information. Modifying and detailing the Hornby Midland/LMS to the BR version. The Nidd Valley - a real life 'freelance' prototype ideal for modelling. Converting the Lima 4F into a highly detailed 7 mm scale model. Review of the Waverley 0 gauge turnout kits. A look at 'scale effect' - nitpickers at work!!

April: A first look at the new Marklin and Kato digital control systems. Continuation of the report on the Toy Fair. 'Hintock Junction' - a busy cross country line model. 'Little Switch' USA takes the 'timesaver' (shunting puzzle) concept and translates it into a model. Hints and tips for kit bashers when converting plastic bodied locos. Making a Class 13 'master and slave' shunting unit from the Lima 08 model. Designing and building a layout in a garden shed. Part 2 of the article on converting the Lima 4F into a scale model.

June: A photographic focus on the BR Class 37 diesel loco. 'Test Bench' looks critically at the Lima Class 37 in 00 scale and the Graham Farish 'Western' diesel hydraulic in N. Live steam 'tramway' engine constructed. East Coast Joint Stock in 3 mm scale - some useful hints, tips and techniques on coach building applicable to all the smaller scales. 'The Cheshire Lines' - an 0 scale layout in an underground billiard room with the potential to run out into the garden. 'Prototype Study' looks at the Midland Division from nationalisation to electrification, with a chronological breakdown, plus a look at the allocation of Class 6 locomotive types.

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#### Practical Model Railways

April: 'Westerns', 'Warships', 'Hymeks' - detailing the Lima and Hornby models. A lengthy article on painting, lining and lettering. Report

on the Toy Fair. Lavenham Station (GER) - photographs, drawings and prototype information. TMV Milk Marketing Board six-wheel tank wagon 42805 - photographs, drawings, prototype information. Hornby's Gresley A4 model detailed to make others from the class. 'Wheal Louise' - a Cornish tin mine layout described. Conversion of the Airfix BR cattle wagon to the LNER version.

May: 'Pendragon Tramway' - 10 mm to the foot scale model of a Welsh narrow gauge (1'10½") running on 18.2 mm (EM) track. History of The Model Railway Club (the oldest model railway club in the world). More on modelling the Gresley A4s, particularly in immediate post-war era. Drawings and photographs of a Georgian terrace house in London. Building the Wills kit of the LNER J69 0-6-0. Rundown on Irish diesels. 'Harford' - a grand N scale layout built on a grand scale (includes an idea for operating uncoupling ramps for hook and bar couplings). More on BR electric locos - this time the Class 81 (models and their good and bad points). Rails in the High Street - various methods for laying track for trams.

June: Pointwork, road surfaces and suitable layouts for trams in the High Street. Review of the Lima model of the BR class 37. Building the Jidenco etched kit of the Plymouth, Devonport and South Western Junction Railway Goods, Guards and Drivers' Van (how obscure can you get!). More on Irish diesel locos - building the kit of the 141/181 Class produced by the Model Irish Railways Group. Building the DJH kit of the BR Standard Class 4 2-6-4T. Southern Railway rail-built signals and loading gauges. Converting a Hornby 'Nellie' to an LNWR 2-4-0T. Picking up the current - good article on electrical connection of loco to track. Examination of the Wrenn and the Lima models of the BR Class 21 'Choppers'.

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The public voting favoured the N scale layout of the Fremantle and Districts Model Railway Association again (it had won the public approval twice before - in 1978 and 1982 - just goes to show how old soldiers never die), with Richard Stallard's 'Kojonup' not very far behind. It was good to see the public approval for modelling of the Western Australian prototype; it will be remembered that Les Hayter's 'York' was the most popular exhibit last year and in 1984. Graham Watson's freelance WAGR station 'Bindiup' came second in the public voting. SO, COME ON AND LET'S SEE SOME MORE LOCAL MODELLING - THE PUBLIC APPROVES OF IT!!

The judging of the exhibits for the Bill Gardner Cup, awarded for the best model of a railway, had 'Kojonup' comfortably ahead of the very professionally presented exhibits of John Watts and John White and of Simon Mead. John Martin's 'Benchley' (LNER grime!) came in fourth and good old 'Haltwhistle' was very close behind him in fifth place.

The total attendance at the Wool Pavilion was just under 1% up on the 1985 figure, indicating that the move of the Exhibition to the Showgrounds had not been a significant handicap. The hall, although fairly basic, scrubbed up quite well when all the exhibits were in place and having everything on the one level seemed to please most people, as well as making it easier for the management of the exhibition on the day. The professional catering took a load off our minds and we received a nice commission on the sales as well! There were a few snags with the hall though and these have been noted should we decide to use the Wool Pavilion again.

I must thank all who helped with the running



of the Exhibition on the day and with the setting up and the dismantling. Also my sincere thanks to the few who helped with the preliminary work associated with planning and mounting the Exhibition - they know who they are! As I indicated in the last issue of The Branchline, I decided that this would be my last Exhibition for a while. The Management Committee has appointed Jim Hidden as its Exhibition Manager for 1987 and I am sure that he will receive the support of all members of the Branch in putting together that Exhibition. Get started on your exhibit NOW!!

Alan Porter  
1986 Exhibition Manager

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## BOOK REVIEWS

### Railway Stations of Australia

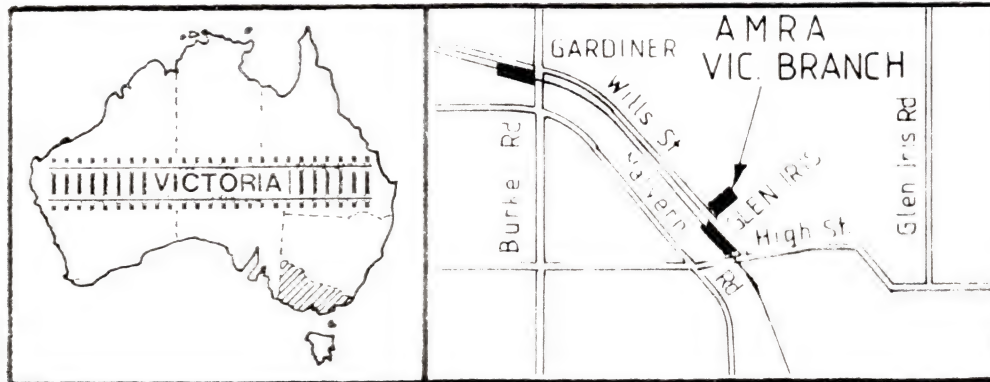
by Rennie Ellis and Andrew Ward

Macmillan Co of Australia

ISBN 0 333 338537 86 pp

Published in 1982, this quality book shows in words and excellent photographs, 46 stations throughout Australia, including five from WA. Unfortunately, not all the stations are in use, but they have nevertheless survived. The varying styles of architecture are of general interest and many would be worth visiting on travels around the country. Brief descriptions are given of each station's history, but although these are by no means detailed, the monochrome photographs are worth looking at.

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Branch Secretary - John Harry, 68 Lahona Avenue,  
EAST BENTLEIGH 3165

## PRESIDENT'S MESSAGE

What is the future of the hobby? For those of us already involved, I suppose the question is irrelevant, after all we are committed. But what of the future crop, the youngsters of ten years who may see our efforts at exhibitions, or, perhaps a train set in the local toy shop. Will they still be interested in say 10 years' time. My concern is the rapid escalation of costs for just about every item associated with the hobby. You name it, track, vehicles, control equipment, lineside buildings, the majority of it comes from overseas. If the price of the cheaper train sets goes too high, be it Hornby or Lima, then the first step into the hobby by the younger generation will just not happen. There are just too many other diversions to take their enthusiasm elsewhere.

The recent indication that an increase in duty of approximately 20% on everything from overseas must be a disappointment for everybody, particularly those who model British, European or US. For those who had spare cash some months ago and were realistic enough to see what the future held at least can now look at their acquisitions and be pleased they took the action they did. For those who didn't, may I suggest that you buy that loco, set of carriages, group of kits, or whatever, now!! The chances of prices remaining static or coming down in the future is very remote.

Kyneton, our new exhibition layout, is now well under way; mention was made of the proposal in Journal 169, and since that time, extensive planning has taken place. Code 83 rail has been purchased, and at approximately \$700 represents a considerable outlay; yours truly has been volunteered to do the weathering, before laying of course. While on the same subject, we do need people to assemble station buildings and other

structures, trees (lots and lots), as well as general scenery. These particular features can be done at home and placed on the layout later.

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Bob Dunn is the co-ordinator of the project and will no doubt be talking to everybody for assistance; please don't leave it for someone else, whatever you can contribute will be greatly appreciated. Also as a direct result of the building of Kyneton, the present ModRail layout will be altered to take on an English appearance, and in future will only run British rolling stock.

While reading through the last Journal, I was interested to read that British Rail have finally acquired some real locomotives, this time from EMD. I must confess to total ignorance of what type they are, but would presume they would be similar to the current crop of JT26C-2SS (81/BL/G class) locomotives being delivered to the eastern states. I first became aware of British Rail's desire to get EMD power some three years ago when talking with a consultant from Transmark engaged by VicRail to advise on the establishment of a new carriage maintenance depot in Melbourne. Some of his stories regarding the downtime of BR locomotives, were to say the least, hair raising stuff and certainly not for publication. At that stage BR were looking for a private sector purchase with a subsequent leasing arrangement to British Rail. Perhaps a BR fan may care to enlighten me further.

By the time you read this Journal, Spring will be close at hand and alas this will also see the end of the snow. In spite of the fact that I pursue a more genteel form of skiing, XC, or cross country, I had the misfortune to break a couple of ribs in a confrontation with a snow gum early in the season. So as far as I'm concerned, this season was a bummer. Still, the enforced rest has meant more time working on kits.



However, the warmer days means getting out and taking photos. This year could be your last to get the early locos in regular service in Victoria, so go to it. Good luck.

Geoff Brown

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#### LIBRARY NOTES

Did you know that C J Dennis once owned a saw mill? He lived in Toolangi from 1908 until his death in 1938, and in 1918 with a neighbour he formed a partnership, the Mount St Leonards Sawmill Co, which ran until the timber ran out in 1924.

This, and lots of other fascinating bits of history are in Norm Houghton's latest, Timber Mountain, published by the Light Railway Research Society of Australia. 'The Mountain', as it was known in the area, is the Black Range, between the Goulburn and Acheron Rivers, and the book is the story of the sawmillers whose little tramways fanned out across it, from Healesville in the south and Yea in the north. Timber rails, steel rails, often a mixture of the two; horse-power, petrol tractors, steam winches. They used what they could, and made up their engineering as they went along. A surprising number of tramways served the area, and Houghton has found a surprising amount of information about them.

With Steam Locomotives and Railcars of the South Australian Railways by R E Fluck, R Sampson and K J Bird, you get rather more than your money's worth. This Mile End Museum publication starts with a map of the SA Railways systems, then gives a list of the various lines, their opening dates and lengths, after which are some 25 pages of quite detailed train operations. Then locomotives.

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#### GENERAL NEWS

July meeting was Auction night again. Our worthy Treasurer was in his usual scintillating form and itchy noses had to stay unscratched. John Harry must have just about broken the bank buying N gauge equipment, and I thought I had a convert, but he claims it is for his grandchildren. Oh well!!!

#### Competition Results

##### Photographic Competition - Model Goods Shed

Slide - Greg Attrill 75 points  
Print - no entry

##### Modelling Competition - Australian Produced Kit

Bruce Race - OCY wagon 95 points

August meeting brought our very good friends from the Australian Railway Historical Society with their film goodies. This year's titles were as follows:

Snow  
Farwell to Steam (Passing of the Iron Horse)  
Snowdrift at Bleath Gill  
Stockrington (South Maitland Railway)  
W44 - Garretts West  
The Rail Way

A varied and interesting collection, greatly enjoyed by all.

#### Competition Results

##### Photographic Competition - Prototype Lineside Junk

Print - Bruce Race 74 points  
Slide - Gordon Fox 85 points

##### Modelling Competition - Standard Categories

A Brook - VR coach 13BL 'Pioneer' 97 points

Since the report in Journal of Bill Morehouse having retired from the Branch Committee of Management, he has had a spell in hospital due to a heart attack, fortunately only mild, and after a relaxing trip on the Murray, he is back on deck again.

#### Layout Tour

The June layout tour involved three layouts - Jack McLean's Wingrove Lines for an experience of timetable operation, Ted Tudor's Wessex Lines, a GWR/LMS layout, also a timetable operation and a new one, Peter Stokes' British layout at Forest Hill. The tourists were all suitably impressed and their thanks goes to their hosts.

Ron Thomas

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#### PROGRAM

##### SEPTEMBER

11 Thur General Meeting - Clinic Night  
Model - Kit - 1 Australian produced  
2 Other  
Photo - Steam loco on shed  
28 Sun Running Day - 1.30 pm - your equipment

##### OCTOBER

5 Sun Timetable Operation - 1.30 pm  
Club (UK) rolling stock  
9 Thur General Meeting - Guest Speaker, V/Line  
Model - Open (Standard categories)  
Photo - Signalling Equipment  
18 Sat Layout visits - 1 pm - from Clubrooms  
26 Sun Running Day - 1.30 pm - your equipment

##### NOVEMBER

2 Sun Timetable Operation - 1.30 pm  
Club (Australian) rolling stock  
13 Thur General Meeting - Flash Yours (slides)  
Model - Kit - 1 Australian produced  
2 Other  
16 Sun Working Bee - 10 am at Clubrooms  
23 Sun Observation Run - 10 am from Clubrooms  
30 Sun Running Day - 1.30 pm - your equipment

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#### OPEN WEEKEND

The Open Weekend at the Clubrooms on 30 and 31 August was a great success. Attendance figures were down a little on last year, but the proceeds of the food and drinks counter made up the difference.

It is interesting to note that adults outnumbered children by 2 to 1. A large number of the visitors had not previously heard of AMRA or our Exhibition at Camberwell. So from a promotional point of view, the open days were also a success. Unfortunately most visitors were left with the misconception that the Australian Model Railway Association only caters for those with an interest in American trains. On future occasions, this will not be allowed to happen again.

My sincerest of thanks must go to Frank Sheeran and his friends of the Hornby Collectors Association who supplied and manned the vintage Hornby Dublo layout.

The ladies at the eats and drinks counter provided a very necessary and much appreciated service. Lastly, I wish to thank all the volunteers who helped to make this venture a success.

Bill Secker  
Layout Manager

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Wilson and Marshall, in their Locomotives of the South Australian Railways brought the story (it was then 1972) well into the diesel era. In the present publication, diesels have been ignored, as dealt with elsewhere, but the steamers, from the original little tank engines of 1856 to the 740s (originally intended for China as post-war aid, but the Communists got their first). A separate series details the narrow gauge locos up to the 400s, the Australian Standard Garretts. Another lists the Silverton Tramway Company's locos, or at least those hired by SAR at various times.

And, of course, the railcars, in their quite surprising diversity.

A very detailed presentation, well designed and printed. Adequate photographs, without any attempt to turn it into a picture book.

Brian Southwell  
Librarian

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### COMMERCIAL NEWS

Two of our members involved in the hobby retail trade are on the move. John Humphries' Box Car Hobbies have moved from Coburg to 594 Queensbury Street, North Melbourne. Meanwhile, Fyfe Thorpe has sold Hobbycraft-Barwoods in East Kew, but he is retaining his model import business, Fybren Models.

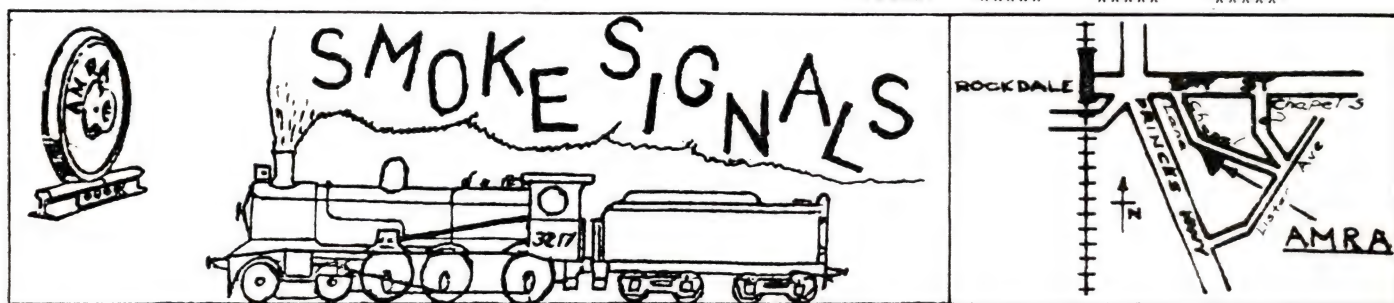
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### FACES AROUND THE BRANCH

Ian MacIntosh was hard at work at the Information Stand at the 1985 Victorian Branch Exhibition.

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### FROM THE PRESIDENT

It is on occasions such as the 30th Anniversary Dinner of the NSW Branch that we sometimes pause to reflect on the past. I can remember the Clubrooms as they were when I joined the Association in 1970. The outside walls were the original corrugated iron and inside there were bits of angle iron projecting from the walls - they were for the 0 gauge mezzanine I was told.

Looking around on 2 August, it was hard to remember the various stages through which the Clubrooms had progressed, but one realised the effort that many men, and women, had put into improving the Clubrooms over the years. Some of those men are still with us, some have passed on or moved away, but all have contributed to what we enjoy today. I doubt very much if those members responsible for the purchase of the original tin shed could have envisaged the Clubrooms as they now are, but we should all be very grateful for their foresight and hard work.

On Saturday 2 August, members saw for the first time the AMRA emblem mounted on a map of NSW made by Neil Sorensen. Thank you, Neil, and congratulations on a work of art. This emblem really sets off the appearance of the Clubrooms and at this time it is hard to think of what further improvements can be made to the interior of the main hall, but I'm sure ways will be found.

Bob Wardrop  
President

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### AMRA NEW SOUTH WALES BRANCH

#### 30TH ANNIVERSARY DINNER - 2 AUGUST

Sixty seven members and friends attended the 30th Anniversary Dinner held at the Clubrooms on Saturday 2 August 1986.

The speaker was Mr Chris Harding, Secretary of 3801 Limited, and he spoke on the history and progress of the restoration of this locomotive. His talk was very informative and at times humorous. He advised that 3801 will be back on the track in mid-November, though sadly the boiler pressure will be limited to 225 psi - 20 psi less than previously.

Official guests were David Ellis, Norm Read and Keith Wilcox - David and Norm being foundation members of the Branch and Keith the Federal President of AMRA. David was accompanied by his wife Glenda. Also on the official table were Corinne Bunker, our longest serving lady member, Ivo Bunker her husband, who missed the inaugural meeting because he was working, and Bob Wardrop, State President, and his wife Dulcie.

Apologies for inability to attend were received from Tim Dunlop and Bob Gorrell, both foundation members of the Branch - Tim due to an unfortunate accident and Bob due to two former engagements.

David Ellis and Keith Wilcox expressed their pleasure at being present and brought greetings and congratulations. Norm Read also gave a brief history of the Branch and its early years. Harold Warren, one of our trustees and another very early member, was also present, as were Gus and Marge



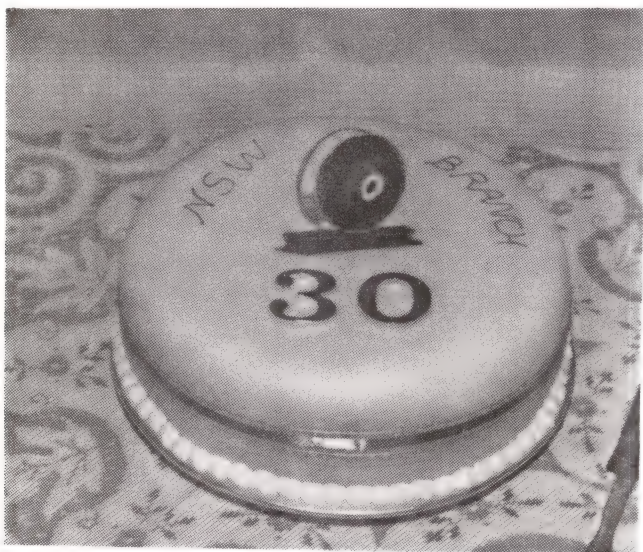


The official table.

From left  
Keith Wilcox, David Ellis,  
Glenda Ellis, Norm Read,  
Bob Wardrop, Dulcie Wardrop,  
Chris Harding (speaker),  
Ivo Bunker, Corinne Bunker,  
Pam Bunker



General view of the dinner.



The birthday cake made and decorated by June Larmour.

Durham from Perth. A message of greeting and congratulations from the President (Ted Thoday) and members of the AMRA WA Branch was read.

Corinne Bunker, June Larmour and Val Hogan were each presented with a floral arrangement in appreciation of their service to the NSW Branch over an extended period. David Ellis cut the beautiful birthday cake which was made and decorated by June Larmour. Thank you again, June.

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The Branch emblem made by Neil Sorensen. Approximate size 1 m high x 1.3 m wide.

#### A BRIEF HISTORY OF THE FIRST 30 YEARS OF THE NSW BRANCH

by Norm Read, BEM

The first meeting was held on Sunday 28 October 1956. Those able to attend were Ted Gray, Bob Gorrell, David Ellis, Norm Read and Frank Slovnick who was the host. Dick Gutteridge, AMRA's Public Relations Officer, came as an observer and guide. Ted Gray was elected Chairman and David Ellis, Secretary/Treasurer.

It was decided to hold monthly meetings on a Thursday, but as membership grew, this changed to Saturday afternoons. Meetings continued being held at various members' homes, scattered all around Sydney; those members without cars arranging to be picked up a mutually convenient locations.

This system continued for a number of years and then one wet Saturday, when about 40 turned up at Harold Warren's, the need was seen to acquire a home. Talent scouts were out seeking suitable spots on vacant Railway, Water Board and Electricity property, in the hope of being successful. A portable prefab aluminium school building was purchased and quite a story about the dismantling and storage of this project could be told. About this period we were able to arrange to hold meetings at the Burwood Police Citizens' Boys Club as a stop-gap until such time as a suitable site became available to erect our building.

Then early in 1968, Ivo Bunker saw an advertisement in the Sydney Morning Herald about a building in Rockdale up for sale. A quick phone call to a couple of the committee, who in turn made some calls, and a group went over to inspect the place. Well, it was a big galvanised iron building, that needed painting if nothing else, surrounded by plenty of rubbish. Interest was sufficiently aroused to arrange to get a key to see what the inside was like. Well, what a sight there was, blocks and tackle dangling from the roof, various types of shelving around the walls, kikiu grass sprouting out the old sisalcraft paper on the walls and the accumulation of 50 years' occupation.

It was found out later that the building had been built by a theatre chain in the days when they had a live show on one half of the program and all the scenery was built in this old place, hence the height and gear hanging from the roofing joists. Probably the asking price was the key in the decision to buy, especially

as all other venues came up against too much red tape.

The first thing that had to be done, apart from cleaning out tons of rubbish, was to arrange to have toilets built. This ended up with two toilets, a kitchen area and an office being built in between our building and the adjoining building. Next, the place was lined with fibro sheeting and power and lighting installed - originally only one light and power point. Next a ceiling was put in, then the building extended to the fence on the southern side and the same provision was made when doing the blockwork to allow for another extension on the northern side which, when funds became available, was done at the same time. The place was reroofed mainly because the metric sheets on the new sections wouldn't match into the imperial on the old building. The last major operation has been a new floor surface in the main building.

Back in 1962, due to the connection with the Police Boys Club, it was decided to hold a Model Railway Exhibition at the Burwood Club. This was quite a success, indeed the Sergeant in charge was only sorry that we had to be out by 6.30 pm to make way for the regular old time dance, which in no way made the return for the Club that the exhibition would have.

However, emboldened by this success, it was decided to go big and try the Sydney Town Hall. Well this also was well patronised, but the main thing learned was 'charity begins at home' and from then on the Branch has been sole organiser of this major exhibition.

In 1979, without notice, the Town Hall authorities cut down the space available and this gave the Exhibition Chairman, Graham Larmour, a real headache, having to eliminate a number of exhibitors - much diplomacy was needed to do this. A new exhibition home was needed and this turned out to be the Mazda Pavilion at the RAS Showground. In spite of doubts regarding change of venue, with the numbers of cash customers that turned up at the Showground, the Ford Pavilion was also booked for the next year and subsequent years until problems started with the RAS, so the search was on again.

The E G Whitlam Recreation Centre at Liverpool was just about ready for opening, so negotiations were begun and turned out to be the most satisfactory arrangements that could have been wished for. The facilities, parking and the co-operation given are all A plus - this will be the third



year there.

To all those members, by dint of much time and hard work, who made the first 30 years possible, thank you one and all!

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#### LAYOUT NEWS

I am pleased to report that stages 1, 2 and 3 of the proposed plan of attack for the new HO layout have been completed and a framework has been erected to support the baseboards along the northern wall. The modified wall layout is again fully operational with trains disappearing from view completely as they travel from one terminus to the other, as per prototype. The progress thus made will now allow the construction of the new permanent N scale layout to proceed under the mezzanine area.

The rapid progress of the HO layout, so far, has concerned some members, and three letters of protest were received at the August meeting of your Management Committee claiming that the membership had not been consulted with regard to the new layout and no specifications had been published. Two surveys conducted in recent years have indicated that most members want a layout with universal track work and a continuous run. A substantial percentage also desire end-to-end running and shunting facilities. At this time it has been decided only that all the above operating requirements will be included and that Code 100 track will be laid down with mainly Peco points. Some point work will most likely have to be hand laid.

The track plan has not yet been finalised, but all suggestions put forward call for a return loop to the right of the door as you enter the layout room and the framework so far erected makes provision for this feature. The baseboard supports have not been fixed and will not be until the track plan is finalised and the position of all points known. A provisional plan will be placed on the notice board shortly and members' comments and suggestions invited. The plan will also be published in Journal.

At this stage, thanks are due to Norm Read and the O gaugers who, with some assistance from Bob Gioia, have put aside working on their layout to assist the HO members in these initial stages.

Bob Wardrop

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#### EXHIBITION NEWS

The Annual Exhibition is rapidly approaching and this year we again have several new layouts. There will be three large O gauge layouts this year and an extensive N scale layout from Brisbane. Hawkesbury will not be on display, and, even so, a number of would be exhibitors have had to be turned away for lack of space.

At the time of writing, very few roster sheets have been returned to the Roster Clerk, and there is only a fortnight to the date of requested return - 29 August 1986. If you have not yet returned your roster sheet, please do so urgently - remember it is the proceeds of the exhibition that have made possible the facilities you now enjoy at Rockdale. Please don't leave it to the other chap to do all the work for your benefit.

Of special concern this year is the staffing of the take-away food stall. Several of our regular helpers are unable for various reasons to assist this year. Unless we are assured of sufficient help in this area, we will have to turn this stall over to the staff of the Whitlam Centre, not just this year, but forever, resulting in a substantial financial loss to the Branch.

This will definitely be the last year in which Graham Larmour will be the Exhibition Chairman as Graham and June are finding it necessary to concentrate more on their family business of 'Wall Plaques International'. Please do your part in helping to make their last exhibition a truly memorable one.

The Exhibition will be held at the E G Whitlam Recreation Centre, Woodward Avenue, Liverpool, on -  
 Saturday 4 October 10 am - 7.30 pm  
 Sunday 5 October 9 am - 6 pm  
 Monday 6 October 9 am - 6 pm

and, as usual, there will be supper and the prize presentation after the close of the Exhibition on the Saturday night. Remember, it requires a staff of 14 at all times to run the Exhibition, apart from layout operators. Please do your part. The setting up of the Exhibition commences 10 am at the Centre on the Friday morning - your assistance on that day would also be appreciated.

The Roster Clerk is Glenn Killham, 13 Avenal Road, Gympie Bay 2227, telephone (02) 525 2802.

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#### PROGRAM

##### SEPTEMBER

6	Sat	Layout operation
12	Fri	Video night - New Zealand
20	Sat	Exhibition preparation
26	Fri	Exhibition preparation

##### OCTOBER

3	Fri	Exhibition set-up day at Liverpool
4	Sat	) 1986 Model Railway Exhibition at
5	Sun	) E G Whitlam Recreation Centre,
6	Mon	) Memorial Avenue, Liverpool
10	Fri	Post exhibition clean up
18	Sat	Layout operation
24	Fri	NMRA tape/slide clinic

##### NOVEMBER

1	Sat	Auction
7	Fri	Federal Annual General Meeting at Clubrooms
8	Sat	Signals and Signalling Clinic
14	Fri	Layout operation
15	Sat	Draw bar pull competition
28	Fri	Members' slide night - unusual slides

Meetings at the Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. The Clubroom telephone number is (02) 59 1899.

**NOTE:** The special interest group held on the 3rd Saturday evening of each month has been discontinued.

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#### PROGRAM NOTES

##### 19 July - Clinic on proposed new exhibition layout

18 members attended. It was resolved unanimously that -

- 1 the layout be built to HO scale;
- 2 the layout to depict typical Australian scenery;
- 3 the layout accept all prototypes;
- 4 Code 100 track be used;
- 5 construction to be held over until permanent layout is operable;
- 6 emphasis to be on continuous operation;
- 7 members to be encouraged to submit plans for the new layout;
- 8 plans to be called for submission shortly before completion of permanent layout;
- 9 construction to be rugged and suitable for easy transport and erection.



26 July - Modelling Railways of NSW 4

Over 200 people attended the convention at the Revesby Workers Club. Congratulations to James McInerney and his group who organised and conducted the convention on an excellent day. We look forward to next year's convention.

2 August - NSW Branch 30th Anniversary Dinner

Reported elsewhere this issue.

8 August - Video Night

An excellent night of Australian trains featuring A Steam Train Passes, South Maitland Railways and clips from the ABC. Due to time limitations, the trams didn't get a look in.

16 August - Auction

46 members attended. The number of articles offered was much less than last time and allowed a second run through. Most lots were sold at very reasonable prices.

17 September - Video Night

This night will feature videos of members' recent tours of New Zealand, with visits to many steam museums.

4-6 October - 1986 Model Railway Exhibition at Liverpool7 November - Federal Annual General Meeting - at the Clubrooms

Come along and give the Federal Committee your support. This is your opportunity to ask questions and make suggestions.

8 November - Signals and Signalling Clinic

This interclub clinic (AMRA, SCMRA and Sydney N Gauge MRC) will be hosted and conducted by AMRA at the Clubrooms.

15 November - Draw Bar Pull Competition

What will your loco pull on a grade - come along and find out.

28 November - Slide Night

Bring along those unusual slides for us all to share.

NEPEAN SUB-BRANCHPROGRAMSEPTEMBER

6 Sat HO modular layout test run  
13 Sat Baseboard construction  
27 Sat N gauge layout (track laying)

OCTOBER

3 Fri Liverpool Exhibition set-up  
4 Sat )  
5 Sun ) Liverpool Exhibition  
6 Mon )  
11 Sat Wiring problems  
18 Sat HO gauge (work on bridge sections)  
25 Sat N gauge layout (track laying)

NOVEMBER

8 Sat Running maintenance  
15 Sat HO gauge (work on bridge sections)  
22 Sat N gauge layout (track laying)

DECEMBER

14 Sun Christmas outing - to be advised

Location and Time

1st Saturday each month - committee meeting

2nd Saturday each month - 7pm - St Marys Art and Crafts Centre, Corner The Great Western Highway and Mamre Road, St Marys

3rd Saturday each month - HO gauge - 2 pm - 14 Desborough Road, Colyton

4 Saturday each month - N Gauge - 31 Birch Street, St Marys

A Gould, President

Telephone 602 0098

E Bourne, Secretary

Telephone 047 36 1197

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WANTED

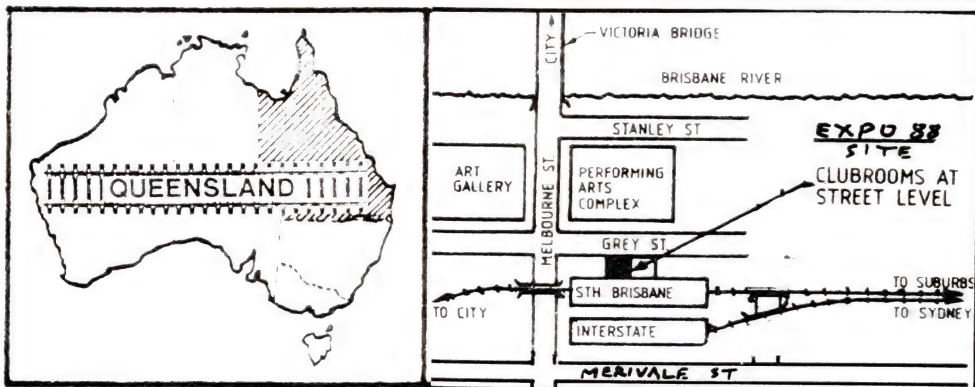
0 gauge coarse scale bogies as fitted to Rivarossi, Atlas and 0 gauge freight cars - will purchase or swap scale Athern bogies.

Contact - R Gutteridge

50 Belmore Street

YARRAWONGA Vic 3730

Telephone - 057 44 3120 (AH)

PRESIDENT'S PARAGRAPH

As you read this we will be in the last weeks leading up to the Annual Election. I believe that the coming year will be one of the most important that the Queensland Branch has had to face.

We have enjoyed some great times over the last few years and have been complimented from many quarters. This is very rewarding and the fellowship of membership is well worth while. Participation in exhibitions, the QR Electrifi-

cation Display wagon, Transport Week and the opening of the Transit Centre have been excellent opportunities to promote the hobby.

This year we face the usual commitments, as well as the enormous task of moving clubrooms (probably May-June 1987). There are many plans and decisions to be made if we are going to get the most from the new rooms. It seems timely to upgrade a lot of our furniture and equipment at the time of the shift.

This means that all officers who accept nomination and election face an extremely busy year.



I would challenge all to give these matters much thought and urge some prior consideration of nominations before the meeting to ensure that those elected are best able to lead us through the year.

This is not meant as any criticism of present office bearers, in fact my deepest appreciation goes to each and everyone one of them; my thoughts relate to the particular needs of the coming year.

Good modelling for now.

Cec Wall

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#### QR LAYOUT NEWS

It is really good news that Don Warn is back home and getting better all the time.

After the last tour north, the wagon has been shunted into the dock at the Exhibition departure platform where it will be on display during the Annual Brisbane RNA Show. Arthur Hayes and John Hill spent an afternoon cleaning up and testing the layout prior to the Exhibition. The Layout will chalk up another 100 or so hours of running for this event. The layout and rolling stock seems to be standing up very well to the thousands of kilometres travelled. Some of the gears in the Tri-Bo Kato mechs have had to be replaced, otherwise the mechs have been good performers. The QR has three displays at the Exhibition, the electrification display wagon at the departure platform (this year manned by mostly AMRA members), the usual display in the Government Pavilion and two full size electric locos, a 3100 class and a 3500 class are on display in Alexandria Street nearby the Horticultural Pavilion where the Queensland Branch holds their annual exhibition in May. At the locomotive display, postcards, leaflets, booklets and cardboard punch-out OO scale models of the new electric locos were available.

In September, a transport week will be held, including many special events. On the first weekend, the Roma Street Transport Centre will be opened (again), while on the second weekend, various displays of a transport nature will be set up in New Farm Park. The Queensland Branch of AMRA has been asked by the QR to mount a display of models and we are planning a static display at the moment. Also, we will be manning the QR layout wagon nearby. Free steam train rides will run from the Park around the city circle and return. On both weekends free suburban train travel will be available.

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#### CLUBROOM NEWS

The Clubroom layout continues to see good use. One recent improvement has been the improvement of the telephone system with the installation of full size telephones at Port Jessie, Woodsville, Bijimbee and Hillview. To reduce the noise factor, the bells were removed and a large light added. To call the controller, lift the handset and a light will be lit on the main panel, the controller will connect the call by pushing the appropriate button, and the call will be connected. If the controller wishes to speak to one of the stations, he or she is able to press the appropriate button on the main panel and the light on the station phone will be lit, signalling to the stationmaster that control is wishing to speak to them. Please make use of the phones wherever possible. The controller can be advised when a train is ready or when a train has arrived; remember to state which number controller is involved.

The minor alterations at Port Jessie appears

to have had the desirable affect with this location seeing greater use.

The Branch was pleased with the kind comments and reports on our latest exhibition in the latest AMRM and Journal. Chris Malone's cane trains was of special interest to the southern visitors; perhaps this scale could be further encouraged.

It was good to see Don Warn's Mudgee Mail run again, this time hauled by a 42 class fitted with constant lighting.

Roger Kershaw has been popping in now and then with his fine NSW HO modelling. His latest acquisition was an NZR Sn3½ Railmaster turntable for his new HO NSW layout which he bought along for our appraisal.

John Hill has really had his head down recently working on an Sn3½ Stephenson QR PB15 which is being built to the highest standard - higher than ever seen before. These will match the fine prize winning H wagon and Guards Van built over the past few years.

Glen Wright has also been busy. His favourite is QR Diesels in Sn3½ scale which are also built to a very high standard in both mechanism and bodywork. Glen is a fitter by trade and he uses his skill to the utmost with some unusual and fascinating mechanisms. In a recent case of 'you never know what will come out of his box next', a severely modified Triang bogie was fitted to a 1200 class diesel mech which included a turbo charged smoke generator!

Ted Ward is another case of 'what's he got in his bag today' type member, and his scratch-built doodlebug was quite a conversation starter recently. Ted says it is authentically weathered in that its taken him 25 years to build it. While the mech is just as unusual, in a simple arrangement the unit has a built-in sound and vibration unit which is realistic. The model first started after Ted saw an article in the Model Railway News in the early 60s detailing the mechanism. I'm not saying too much about this model as I hope Ted will do an article on it for Journal.

On a sad note, Andrew Webb was farewelled recently as he headed south to join the Navy. A small party and some extended running sessions were organised. Andrew was noted by his HO NSW modelling and the comments in the AMRM Mailbag by Andrew and his brother, who visited from NSW now and then.

Also more recently another character of the Queensland Branch departed for NSW and plans to be married in a central NSW town. This was Mike Mawson, eldest son of Bob. Mike was a member for a few years (until he found out about girls), and was known for his QR S scale modelling, his assistance at our exhibitions and friendly and pleasant attitude. A special party was organised the other Saturday night before he headed south. An Sn3½ running session was held, plus usual speeches, etc.

News from the QR states that the English Electric/GE locos of the 2350 and 2370 classes will be sold to the ANR, possibly going to the Tasmanian system. These locos are very similar to the ZA locos in Tasmania. They may be gone by Christmas, so get your cameras and tape recorders out now.

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#### BRANCH TIMETABLE

Meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open every Thursday from 6 pm and on Saturdays from 12 noon.



OCTOBER

- 2 Thur Layout running  
 4 Sat Layout maintenance and running  
 9 Thur Workshop evening - Controllers continued - 7.45 pm  
 16 Thur Layout running  
 18 Sat Layout running  
 23 Thur Queensland Branch Annual General Meeting - 7.45 pm. Reports and election of officers for the coming year - plus slide quiz by Jim Bilby

NOVEMBER

- 1 Sat Layout maintenance and running  
 6 Thur Layout running  
 8 Sat Layout running - US prototype  
 13 Thur Workshop evening - 7.45 pm. Bob Mawson to speak on modelling early US railroads  
 15 Sat ) Annual Branch Camp to Border Loop -  
 16 Sun ) details at Clubrooms  
 27 Thur Monthly Meeting - 7.45 pm. QR Engineer, Jerry Jirasek to speak on New Electric locomotives

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Branch meetings continue to receive good attendances. Cec Wall started off the Controller workshop in the June Workshop evening with some members showing interest in building a simple transistor controller. However, some unexpected difficulties have been experienced in obtaining some plastic boxes for their installation and the further progress has been hindered.

At our June monthly meeting, Barry Petersen detailed construction of his large HO turntable which is big enough to rotate his US articulated locomotives. The features of the turntable includes roller bearing central pivot (front wheel bearing off bike) the use of electric drill type carbon brushes for ring rail pick up and an a.c. motor and gearbox drive.

Our July Show and Tell night was a case of everyone forgot - except for Barry Petersen who screened some slides taken from his house when the XPT visited recently. The instigator of the evening also forgot; however, he made a dash home to grab some slides of general interest to fill in the evening. An enjoyable evening however.....

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QUEENSLAND PROTOTYPE RAILWAY MODELLING

by Chris Malone

Part 6 of this series deals with unusual wagons the QR has made or acquired for specific purposes. Wagons of this type are rarely modelled due to the limited usefulness on a layout.

Profile Cars

These wagons are used to measure clearances through the State. There are four, classified 1, 2 and 3 and 34271. Of the first three, two are grey and one is black (No 1). Basically these are cut down carriages fitted with steel framework representing the loading gauge. A typical consist for a test train is Del, van, two profile cars, van.

EWT (Electrification Work Train)

All these are ex-carriages, rebuilt above the frame to support platforms to allow work on the overhead to be done. It would be true to say that no two are alike. A typical one has the entire passenger area built in with weather-

board and a celestory style walkway built along the roof for workmen. Some have guards' lookouts, but are not used as vans. Two (1 and 11) are equipped with pantographs for testing. Included in the 30 odd wagons are cable cars, a flat under-frame with cable drums on top. All stock is painted yellow. A recent consist of the Caboolture overhead work train was DEL, goods van, six EWT carriages, two cable cars and a BUV suburban van.

LTW/LTM

These are ex-steam loco tenders coupled together for water (LTW) or molasses (LTM). Virtually extinct now, these wagons are painted grey - but some did survive in original colours. Two ex BB18 $\frac{1}{2}$  tenders (Nos 1076 and 1020) are situated in front of Mayne diesel shed.

TSR (Toowoomba Shunt Runner)

Nos 1 - 8 - used all over the south west. These yellow runners are cut down FJS four-wheel open wagons.

LTR (Locomotive Tender Runner)

Three of these are listed, being ex C17 steam loco tenders cut down for shunting. Buffers and drawgear have been added to one end.

GCW

New compressor wagons built for phosphate and nickel ore traffic. These bogie wagons carry an air compressor, two reservoirs and numerous other attachments above the frame. They are fitted with rotary couplers and there is three in the class.

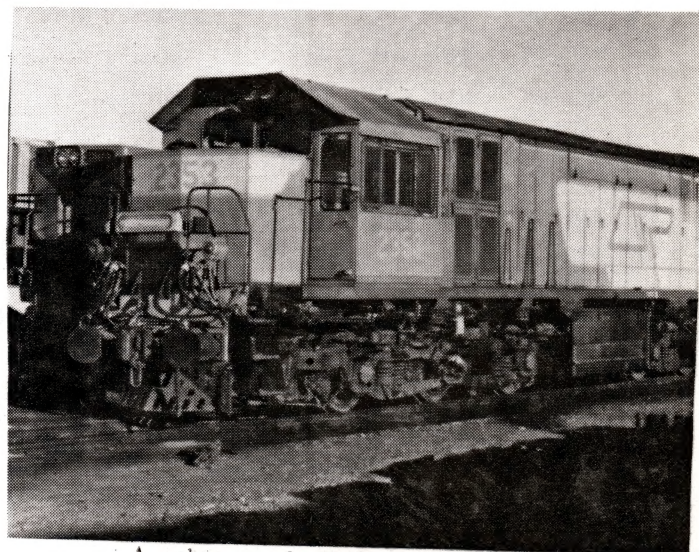
PWE

Two four-wheeled drop centre wagons built for Brisbane electrification were unsuccessful due to derailling, but now rectified. Now used in general goods traffic, but still painted yellow (see photo in Journal 166, page 75).

PWZ and PWZ-T

QR's biggest drop centre wagons for carrying large loads, e.g. transformers. There is one in each class, the only difference being transition couplings on the latter. These have four bogies to support the weight and ease axle loading.

The next instalment will contain some more unusual wagons.



A photo of 2353 at Mayne diesel loco depot recently - these locos to go to Tasmania soon.



## MORE MATCHBOX MODELS

A couple of additions to the items which were listed in the May/June issue of Journal.

<u>CAT NO</u>	<u>YEAR OF INTRODUCTION</u>	<u>DESCRIPTION</u>	<u>COLOUR(S)</u>	<u>SCALE</u>
K-19/4	1980	Security Truck (Group 6)	White and orange	137 mm
K-19/5	1980	Security Truck (Fort Knox)	White and brown	137 mm
K-20	1980	Peterbilt Wrecker Truck	Yellow and brown	161 mm
K-21	1980	Ford Continental Truck and Trailer	Yellow and black	338 mm

And, now on with the motley ..... from where we left things last time.

K-35	1973	Lightning Racing Car (withdrawn ca. 1977)	Red	1/40
	1979	Massey Ferguson Tractor and Trailer	Red	224 mm
K-36	1973	'Bandolero' (trendy sports car) (withdrawn ca. 1977)	Blue	1/41
	1979	Construction Transporter	Yellow	162 mm
K-37	1973	Sandcat Dune Buggy (withdrawn ca. 1977)	Floral orange	1/38
	1979	Leyland Tipper	Yellow and red	110 mm
K-38	1973	Gus's Gulper (withdrawn ca. 1980)	Pink (white in 1978)	1/45
	1981	Dodge Ambulance	White	135 mm
K-39	1973	Milligan's Mill (withdrawn ca. 1979)	Green	1/45
	1981	E.R.F. Schnorkel Fire Engine	Red	208 mm
K-40	1973	Blaze Trailer (trendy Fire Chief's car) (withdrawn ca. 1977)	Red	1/44
	1981	Pepsi-Cola Truck	Red, white and blue	151 mm

(TO BE CONTINUED)

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### Changes to Membership list up to 22nd August 86

#### New Members

##### NSW

-	SM	Dingle C.J.	17 Dunwell Ave.	Loftus	2232	521-2941
HO	OM	Martin J.	233 Avoca Drive	Green Point	2250	04369 5094
N	OM	Philpott S.L.	7 Koorong Place	Bangor	2234	543-4461
O	OM	Stell F.	14 Whitegates Ave.	Peakhurst	2210	534-5121
-	FM	Shoebridge P.F.	24 Brisbane St.	Chifley	2036	
-	FM	Tyson D.Mrs.	1/17 Norman St.	Concord	2137	
HO	SM	Xuereb D.	19 Woodstock St.	Botany	2019	666-4004

##### VIC.

HO	OM	Coates J.D.	29 Bright Cres.	Mt. Eliza	3930	787-4642
-	FM	Hocking P.Mrs.	143 First Ave	Rosebud	3939	
HO	OM	Munsen S.	1/8 Maitland St.	Glen Iris	3146	20-6529
O	OM	Nicolson R.F.L.	8 Birch St.	Mentone	3194	584-7131
HO/OO	OM	Rowland G.	21 Purinuan Rd.	Reservoir	3073	460-2302

##### W.A.

HO	OM	Bovey L.T.	289 Cape St.	Yokine	6060	349-6863
N	OM	Bright C.D.	41 State St.	Victoria Park	6100	361-5195
-	FM	Brown N.	183 Kenwick Rd.	Kenwick	6107	



00/009 OM Pagram J.E.	136 Angelo St.	Sth Perth	6151	367-3940
HO/00 OM Pilmoor G.T.	16 Cockram Place	Beechboro	6063	279-1689
N FM Poroch A.	27 Dolomite Rd.	Carine	6020	448-8038
- FM Poroch D.Mrs	" " "	" "	"	
HO OM Reid A.G.	57 Gladstone Rd.	Rivervale	6103	362-2452
HO/USA OM Scott M.J.	1 Orchid Drive	Roleystone	6111	397-5197
HO/00 OM Stanton C.	4 Clark Rd.	Morley	6062	276-9824

QLD.

HO OM Daly B.A.	241 Bapaume Rd.	Holland Pk West	4121	349-8415
HO/00 OM Brabazon M.	2/48 Bristol St.	West End	4101	844-9069

Members RejoinedNSW

HO OM Gioia R.	5 York St.	Rockdale	2160	
HO OM McLeod C.R.	P.O. Box 42	Holbrook	2644	
HO OM Peck F.	33 Henson St.	Merrylands	2160	

VIC.

- OM Martin T.J.	"Arawa" Church St.	Freyerstown	3451	
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Members ResignedVIC.

Pantlin G.V.	60 Melrose St.	Boxhill		
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W.A.

Bickford T.N.	63 Bridge St.	Boyupbrook		
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Deceased MembersNSW

Ackland C.J.	9 Wyuna Rd.	West Pymble		
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W.A.

Jenkinson R.	29 Matheson Rd.	Applecross		
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Changes of AddressNSW.

Bamford D.	21 The Bastion	Umina	2257	
Bryan J.	64 Helicia Rd.	Macquarie Fields	2564	
Soutar G.	Box 544 P.O.	Sutherland	2232	
Wierzbinski M.	50 Dickens St.	Ambervale	2560	
Wyatt J.E.	3/18-20 Jessie St	Westmead	2145	635-3301

VIC.

Doran T.	c/o Buffer Stop	535 Plenty Rd	Preston East	3072
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W.A.

Dunn R.A.	323 Yampire Ave.	Paraburdoo	6754	
Durham A.T.	60 Kenny St.	Bassendean	6054	

Members in Orbit ???NSW

Webb P.	ex 59 Rivett St.	Hackett	2602	
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W.A.

Haskell D & K	ex 1 Trusley Way	Karrinup	6018	
Kerr T.	ex 28 Hanworth St.	Balcatta	6021	



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